

18 NOVEMBER 1955

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-



The New

JAGUAR

Two-point-four





For Safety's sake — insist on

GIRLING

THE BEST BRAKES IN THE WORLD

SERVICE

WAY OUT AHEAD

FACTORY LINED REPLACEMENT BRAKE SHOES

FACTORY REBUILT DAMPERS

GENUINE GIRLING SPARES

GENUINE GIRLING CRIMSON BRAKE FLUID

AVAILABLE FROM EVERY AUTHORISED GIRLING SERVICE AGENT

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

GRANVILLE ANTI-FREEZE GIVES ABSOLUTE PROTECTION AGAINST 27° OF FROST

... which means complete safety for your engine
in even the most intense winter weather.



Drain your
radiator and flush out, pour
in the recommended quantity of Granville
Anti-freeze and add water, top up when the
engine is hot, and the job is done . . .
simple and yet powerfully effective.

This type of anti-freeze is used extensively in
America and Canada under severe Arctic
conditions.

Obtainable from
most garages

40'-
PER GALLON

GRANVILLE
ANTI-FREEZE

MANUFACTURED BY

THE GRANVILLE CHEMICAL CO. LTD., OAKWORTH, KEIGHLEY, YORKS

Granville Products obtainable from most garages.

Tel.: Haworth 2281



ANTI-FREEZE
← FULL DETAILS ACROSS

GLASS DE-MISTER

Renders free from misting up windscreens, windows, mirrors and all glass surfaces. 2/6 per bottle.

ANTI-MIST DUSTER

IDEAL FOR DE-MISTING ON THE JOURNEY

Carry one in your dash. If misting occurs, a quick rub keeps your windscreen crystal clear for the rest of the trip. Full sized, impregnated with Granville Anti-Mist Solution, for only 2/6.

SUPERSEAL

The last word in leak sealing compounds. Can save you the price of a new radiator. Tins 4/9 and 8/6.

SUPERWELD

Engine cracks permanently sealed in 30 minutes. 15/- (one tin).

SUPERFLUSH

For cleaning blocked radiators and keeping them clear.
3/- per tin.

UPHOLSTERY CLEANER

Restores the cleanliness and freshness of the car interior. For Leather, Rexine, Fabric, Roof Cloth, etc. Keeps indefinitely—always have a tin in the car to remove marks as soon as you see them. Tins 2/6 and 4/6.

RADIATOR RUST PREVENTER

The contents of one packet in the water of your radiator will prevent rust for 12 months. 1/3 per packet.

PETRO-PATCH

Repairs rusted panels, wings, doors, etc., also leaking petrol tanks, cracked batteries, leaking car roofs.

ALL YOU NEED IN ONE OUTFIT COMPLETE FOR 4/-

Petro-Patch is applied in the form of a thin fabric patch, first coated on both sides with Petro-Patch solution. The outfit consists of a bottle of Petro-Patch solution and a strip of impregnated fabric which can be cut with scissors. There is sufficient for several small repair jobs. After painting, the repair is invisible, vibration does not affect it. Available from all Halford Branches.

and now—



A.C. have again specified a Marston Radiator, this time for their outstanding sports saloon, the Aceca.

For Marston's are without rival in the heat-exchange field. Their latest models are the product of the finest manufacturing skills, based on the most up-to-date know-how for ensuring maximum performance and reliability.

MARSTON RADIATORS

for the A.C. ACECA

MARSTON'S — in front of the finest

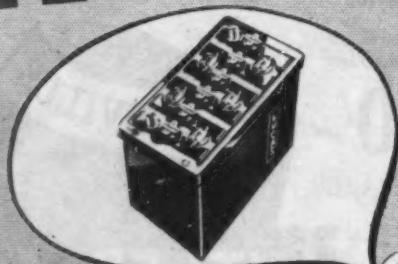


Marston Excelsior Ltd • Wolverhampton and Leeds
(A subsidiary company of Imperial Chemical Industries Ltd.)

MAR-162

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2 years insured life

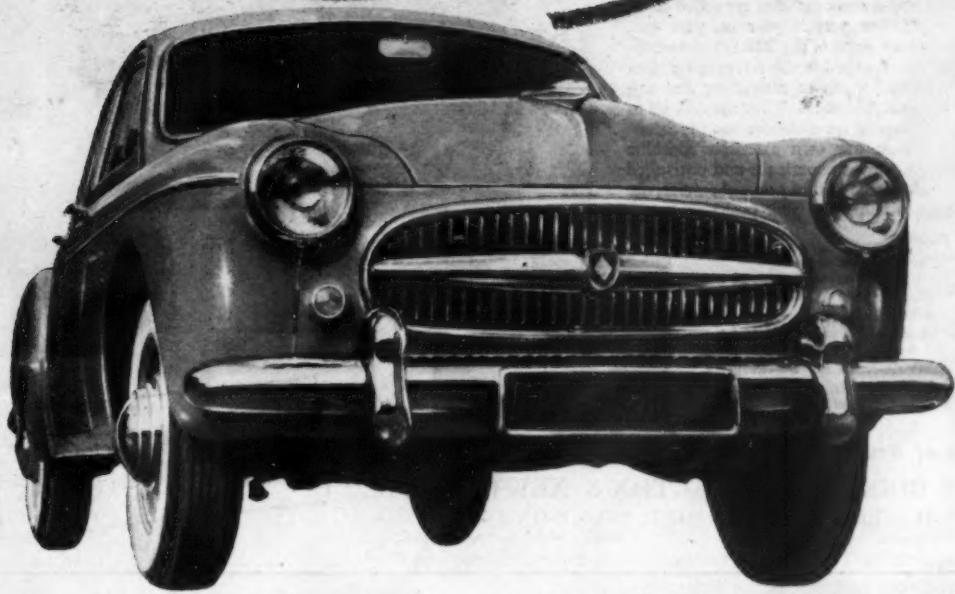


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This is **RENAULT** year!



More power for the 1956 FRÉGATE

- ★ New, more powerful engine (ETENDARD) results in still livelier and smoother acceleration and better all-round performance; automatic choke and starter controls.
- ★ Overdrive saves precious petrol. Normal consumption 28-30 m.p.g.
- ★ Ample room for 6 passengers and all their luggage.
- ★ Independent 4-wheel suspension for superb road-holding and exceptionally smooth riding on all surfaces.
- ★ Very low maintenance costs (Removable wet liners are replaceable at £15 per set of pistons and liners).
- ★ Luxuries fitted as standard include heater, air-conditioning, windscreen washers, white-walled tyres etc.

Contact our nearest agent for demonstration rides and let these two brilliant 1956 Renaults show you their paces.

RENAULT

Manufacturers in Great Britain since 1899. Distributors throughout the United Kingdom, all of whom carry full stocks of spare parts.

A de-luxe

750

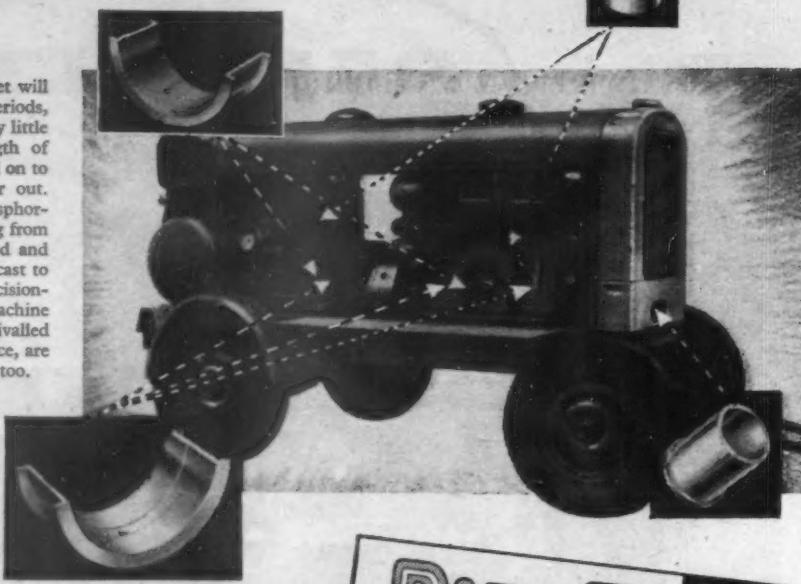


- ★ Fitted with automatic choke, automatic starter and the AUTOMATIC CLUTCH (optional extra) which does away with clutch pedal!
- ★ Improved interior trim and general appearance.
- ★ Average petrol consumption 50 m.p.g.—a penny a mile!
- ★ Four doors for extra convenience.
- ★ Independent 4-wheel suspension for delightfully smooth riding and magnificent road-holding.
- ★ Removable cylinder liners with replacement sets of pistons and liners at £7.15.0.

USED TO NEGLECT...

This twin cylinder diesel compressor set will have to work at full pressure for long periods, under arduous conditions and with very little attention. The accuracy and strength of BIRSO non-ferrous castings are relied on to give unfailing service year in, year out. Illustrated are some of the BIRSO phosphor-bronze castings used in the set, ranging from main bearing shells to connecting rod and starting-handle bushes. They are all cast to the same exacting specifications and precision-machined in our own extensive machine shops. Our great experience and unrivalled resources, coupled with a personal service, are available to help solve your problems too.

Castings from a few ounces to 10 tons in phosphor-bronze, gun-metal, aluminium-bronze, manganese-bronze and light alloys. Precision-machined bushes and bearings. Specialists in high-tensile aluminium-bronze castings, centrifugal-cast wheel blanks, and chill-cast rods and tubes.



One of Britain's Largest NON-FERROUS Foundries
T. M. BIRKETT, BILLINGTON & NEWTON LTD.,

HANLEY AND LONGPORT, STOKE-ON-TRENT

Head Office : Hanley,
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Give your car the 'once over' with a

NENETTE
REGD.
Dust-Absorbing Polisher

ACTUALLY ABSORBS THE DUST
REMOVES THE DIRT, APPLIES POLISH
AND POLISHES—ALL IN ONE GO

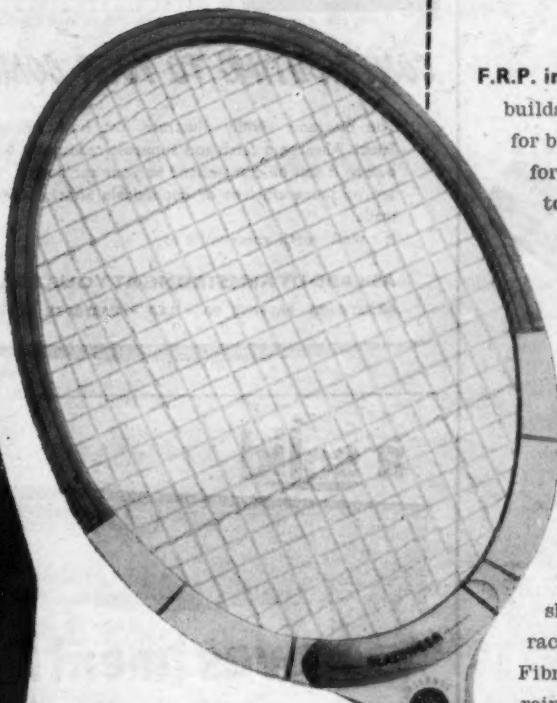
The secret's in the NENETOL. The soft, thick, 'can't-scratch' fringes of the NENETTE are impregnated with NENETOL. Its unique dust-absorbing polishing action lasts for months, and can then be easily and inexpensively renewed.

16'9

(Inc. P. Tax)

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Product of Autoclean Ltd. LEXINGTON PRODUCTS LTD., 2 LEXINGTON ST., LONDON, W.1

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F.R.P. in new power racket.

F.R.P. builds bonnets for cars, body panels for buses, hulls for boats, even bows for arrows. Now what is F.R.P. up to? It is putting the power into

Slazenger's Challenge Power racket.

Listen to what Slazengers themselves have to say:—"In developing the new Challenge rackets, a long series of laboratory and playing tests were conducted with experimental frames of different construction. These tests showed that the nearly perfect elasticity of glass fibres could be made to contribute greater speed on the ball without loss of control by quickening the recovery, after impact, of the shoulders—the power-point of the racket." Here is another case of Fibreglass making history: yet another reinforcement to its claim as the backbone of modern reinforced plastics.

Fibreglass have an FRP advisory service which is expert, confidential and free.

FIBREGLASS

TRADE MARK

the backbone of Reinforced Plastics



DESIGNED FOR THE MOTORIST

'HERON'
Tappet Spanner Sets, incorporating the latest research in lightweight spanner design.

'WRYNECK'
A Half Moon Ring Wrench designed to give access to certain obstructed nuts, such as exhaust manifold and starter nuts.

'WREN'
A shortened version of the well-known 'KESTREL' Ring Wrench.

Obtainable from all recognised Tool and Accessory Stockists.

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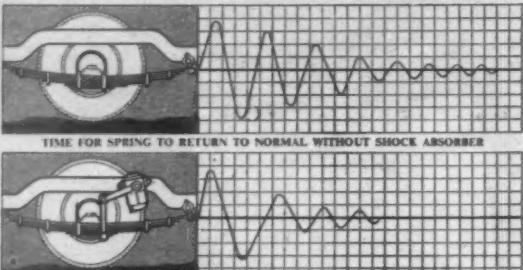
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GARRINGTONS LIMITED, BROMSGROVE, WORCS. ENG.

ARMSTRONG

REGD. TRADE MARK

SHOCK ABSORBER EFFICIENCY



CONTRIBUTING TO YOUR COMFORT

The diagrams vividly illustrate just how Armstrong Shock Absorbers catch and suppress roadspring bounce before it can be transmitted to your car body. There are no more efficient or dependable Shock Absorbers made.

It's well worth your while to

ASK ABOUT ARMSTRONG AT YOUR GARAGE

ARMSTRONG PATENTS CO. LTD. • EASTGATE BEVERLEY

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investment!

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MULTIPLE
CONCRETE
GARAGES

Available from £55 to provide an unequalled investment and permanent source of income. 10/6d. per week rent will recover initial outlay in two years. Alternatively rentals will cover repayments under our attractive deferred terms scheme.

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NOW for the first time!

A BATTERY THAT STAYS

Factory-Fresh

right up to the moment it goes into your car!

STRAIGHT OFF THE SHELF
INTO SERVICE

**Oldham Introduce
New 'Power-Seal' Process
—An Outstanding Advance
in Battery Development!**

Today you can buy a battery with exclusive advantages never before available. When you buy a New Oldham Major battery with 'Power-Seal' you can be sure of getting the highest quality battery absolutely factory-fresh, free from 'life loss', and swiftly ready for use with even more 'Power to Spare'. Ordinary batteries suffer loss of power during storage.

With Oldham 'Power-Seal' plates this does not happen. These plates resist moisture and retain the initial dry charge so well that even after prolonged storage the battery produces full power when the electrolyte is added and the battery is put into service in your car!

The only battery you can buy with 'Power-Seal' plates is the new Oldham Major. Every Oldham Major Battery is guaranteed *unconditionally* for two years.

Ask your local garage for an Oldham Major.



OLDHAM
MAJOR
PowerSeal Ⓢ

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"Duraglas" pure glass products provide structural materials for the reinforcing of plastics. "Duraglas" has a high degree of strength, low weight and ease of fabrication. It is available in many forms, and suitable for a wide variety of structural applications. Full information will be willingly supplied to manufacturers who specify their particular requirements.

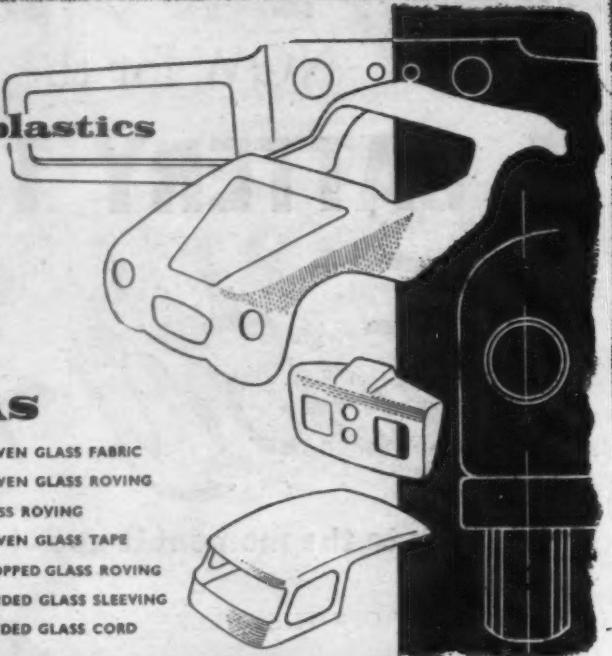
Think of DURAGLAS reinforcements

DURAGLAS

REGISTERED TRADE MARK

PURE GLASS PRODUCTS

- WOVEN GLASS FABRIC
- WOVEN GLASS ROVING
- GLASS ROVING
- WOVEN GLASS TAPE
- CHOPPED GLASS ROVING
- BRAIDED GLASS SLEEVING
- BRAIDED GLASS CORD



TURNER BROTHERS ASBESTOS CO. LTD. ROCHDALE ENGLAND

A MEMBER OF THE TURNER & NEWALL ORGANISATION

A black and white photograph of a woman with dark hair, wearing a dark jacket over a light-colored blouse, sitting in a car. The car's interior features prominent zebra-print seat covers. In the lower-left corner of the image, there is a large, stylized text box containing the words "SEAT COVERS". Below this text box, the brand name "Car-Coverall" is written in a script font, followed by "MONARCH 1601-2".

TARTAN, RIBBON, BEDFORD
CORDS, TYGAN, NYLON
all in many colours, and the
NEW OCELOT FUR FABRIC.
All may be seen at our West
End Showroom. Use coupon
for patterns and prices.

To Car-Coverall Ltd., 168 Regent Street, London, W.I.

Make..... Year..... Model.....

Name.....

Address.....

Autocar, Nov. 18.

CAR MASCOT FOR DOG LOVERS

This exquisite model made in solid bronze and chromium plated or enamelled in natural colours, is just one example of a very wide range of Dog Mascots that can be supplied. "Boxer" mascot illustrated measures 31" x 31" and the price is £7.10.0 Write for illustrated price lists and full particulars.



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Provides a complete set of maps of England and Scotland in neat, mica-covered case. The required section can be selected by a flick of the finger. Price £2.5.0.

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OF CHELTENHAM

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RTB/3046A

Cleaning is no problem— it's 'Vynide' upholstery



A quick wipe over with
soap and water—a rub over with
a soft dry cloth—and it is
as clean and bright as new!

'Vynide' is the easiest-to-clean fabric for car upholstery. Don't use polishes or chemical cleaners. A regular wipe over with soap and water will keep it always clean and fresh. This is just one of the reasons why so many manufacturers of British cars choose 'Vynide' for car interiors.

'Vynide' is durable, flexible and resistant to stains by oil and petrol. It keeps its look of luxury and is scratchproof and waterproof.

There's a wide range of attractive designs and colours in 'Vynide'. When you look over the new models, don't forget to look for 'Vynide'. It's a strong argument for any car that has it.

'Vynide'

'Vynide' is the registered trade mark of p.v.c.-coated fabric manufactured only by the Leathercloth Division of Imperial Chemical Industries Limited.

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*He's done some
dirty work*

(DP)
HAND CLEANSER
to the rescue

No matter how greasy or grimy the job, D.P. (Dirty Paws) will get your hands clean in a few moments. Rub on dry hands, rinse under cold tap, and all dirt disappears leaving your hands clean and the skin supple. Absolutely non-gritty, and as it is also antiseptic D.P. may be used even when the skin is broken. A boon to engineers, motorists, gardeners and housewives.

TINS 1/II TUBES 1/4

From Ironmongers, Chemists, Timothy Whites and Taylors, Halfords, and Boots the Chemists.

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Dept. 135, KAY BROTHERS LTD., STOCKPORT

The New "GOOD COMPANION"**STANDARD****£9.5.0**

Including Demister installation kit.

DE LUXE**£10.15.0**

Including Demister kit.

**A19 HEATER FOR
FORD POPULAR****£8.8.0**
complete.**CAR HEATERS**

BY

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Edgware Road, London, N.W.2 Phone: GLA 2201

**The SESTREL
CAR COMPASS**

- A boon to the motor-ing enthusiast for long distance night and overseas driving.
- Novel and accurate; luminous, easy to read dial; liquid pattern compass; light in weight and simple to fit.
- Adjustable compensating magnets are incorporated; full instructions supplied with each compass.

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£4.10.0**"ENBEECO"
BINOCULARS**

Our stocks of the finest British made binoculars are the largest in the world and our range the widest. Whatever your needs you can rely on EnbeeCo to meet them — immediately and efficiently.



ENBEECO 12 x 35. All who view at long range will appreciate its extra power, excellent light transmission and wide field of view.

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pleasure in announcing
that they are now
established in their newly
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Issued by the UNIVERSAL DAMPERS ORGANISATION makers of Telaflo Telescopic and Rotoflo Rotary Shock Absorbers
and the Telaflo adjustable ride-control Shock Absorber as fitted to the Armstrong Siddeley Sapphire

DTD 779 the only Anti-freeze formula permitted for use in aircraft



Available to Motorists at no extra cost!

GIVES THREEFOLD PROTECTION

- ★ Against Frost — will protect down to 35°F (20°C) of frost.
- ★ Against Corrosion — full cooling system protection for all metals.
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About SPECIFICATION DTD 779

The DTD 779 Specification takes special regard for complete safety of all engine metals. It includes:—
Sodium Mercaptobenzothiazole—to protect copper and cuprous alloys, of great importance to the safety of the radiator core and thermostat.
Triethanolamine Phosphate—to prevent rusting of cast-iron and steel—a vital protection for the cylinder block etc.
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Controlled pH to protect aluminium.

For PROTECTION DOWN TO 35°F OF FROST USE 1 PINT DTD 779 TO EACH 4 PINTS OF WATER (30% SOLUTION)

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HOLT'S DTD 779 ANTI-FREEZE is made to the latest Ministry of Supply Specification as used exclusively in aircraft. Gives full protection down to 35°F of frost; it is safe, non-inflammable, non-evaporating. One filling lasts a whole season.

1 PINT 8/- 1 QUART 15/-

½ GALL. 30/- 1 GALL. 58/-
Also available in 5 gallon drums



Holt's DTD 779 ANTI-FREEZE

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SEAT COVERS

Tailored Elegance in an Exciting Range of the Best and Newest Materials.

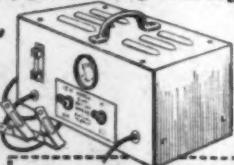
WRITE FOR PATTERNS, ETC. (POST FREE)

NAME.....
ADDRESS.....

MAKE OF CAR..... H.P..... YEAR.....
MODEL..... WRITE IN BLOCK LETTERS PLEASE

MILLERS CAR EQUIPMENT (A)
PALMERSTON ROAD, BIRMINGHAM, II
(Victoria 1849)

Everyone's been more than satisfied...



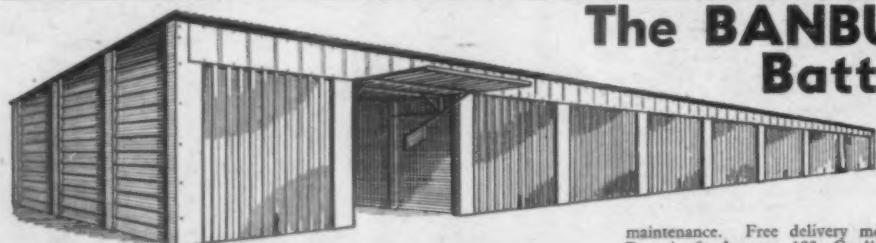
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Model A (illustrated) charges 6- and 12-volt batteries at 3 amps. (variable by use of high and low switch), 84/-, Model G charges 6- and 12-volt batteries at 12 amps. price 62/-,. Please send 2d. Regd. Post and Packing on both models.

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Made by the
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Whether it's the sheer joy of motoring, or the grey gloom of making ends meet that weds you to the wheel—a Philco car radio is good company. With so many different stations at your finger tips, all models have manual and push button controls, there is always something worth listening to... and your Philco really sounds as good as it looks. It has a handsome, chrome-plated panel, designed to enhance the dashboard of any make of car. It has all the latest technical features that have won PHILCO their great name. Fully 'tropicalised' and rust-proofed this reasonably priced car radio will give you years of splendid service. It's worth a visit to your local Philco Dealer.



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4 MODELS TO FIT ANY TYPE OR MAKE OF CAR

PHILCO CR3690.A Medium Waveband 28 gns. (tax pd.)

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Both are 3 unit, 6 valve, A.V.C. sets with 6½" P.M. 3 watt speakers, 6 or 12v. operation. Standard suppression equipment included.

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To convert any car radio to full short wave reception on five spread bands. Six push buttons for selection of medium wave, or 16, 19, 25, 31, 49 metre bands. Full suppression equipment included. Price £10 tax free.

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You can choose between three grades—HIGHGRADE, POPULAR or LIGHTGRADE.

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to your weekend holiday



Here's an ideal answer to your week-end holiday caravanning needs—especially for the owner of the light car! PALADIN present two sparkling new caravans—the 12ft "CORSAIRE" and the 14ft. "BUCCANEER" embodying the lightest of light weight together with real robustness and extremely good looks. Do not neglect to consider placing your order in good time—it is quite certain that there will be an unprecedented demand to obtain delivery for the start of the new season.

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On National Caravan Council list of Approved Manufacturers. PALADIN—Winners of Class A Award 2nd British Caravan Club Rally 1955 (Driver Mr. Lee Davey, Maidstone Caravan Co. Co-Driver Mr. David Bailey).

Please send me, free of charge, a copy of your illustrated folder giving all details.
TO: PALADIN COACHWORK LTD., AMERSHAM, BUCKS.

Name..... (Please print)

Address.....

(ACT)

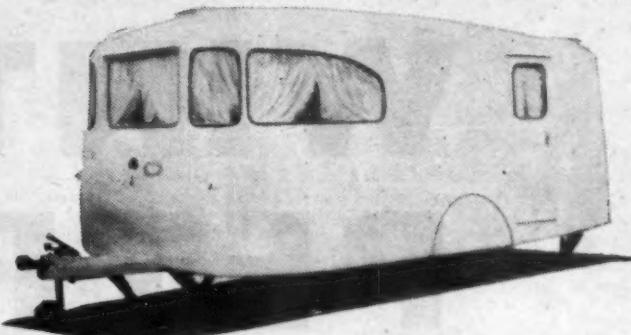
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The Changing Face of Caravan Design

THE WILLERBY RANGE

12ft. 6in. WILLERBY JUNIOR Mk. III	£249 10 0
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London Show Review—Nov. 29

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ANNUAL SUBSCRIPTION
Home and Overseas: £3 St. Od.
Canada and U.S.A.: \$10.

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The Autocar

FOUNDED 1895

No. 3129

Friday, 18 November 1955

Vol. 103

Practical Styling

MAXIMUM accommodation within reasonable dimensions is the aim of most of our car body designers today and, as a result, the modern full-width, engine-far-forward arrangement is likely to remain substantially unchanged for some years to come. Whereas, traditionally, the nose or radiator has been squared up and the bonnet line horizontal, or nearly so, there is little doubt that slope-away front ends will increase in popularity. Conversely, the traditional curving boot of the sports saloon is likely to become more square in order to hold as much as possible without undue overhang.

With the basic shape more or less settled, is it not time to turn a more practical eye on equipment and detail? The stylists pure and simple are, perhaps, starting to have too much of their own way with British cars, as they have had with a number of foreign ones.

Bodies are becoming increasingly vulnerable to minor damage and that damage is both difficult and expensive to repair. There are examples of the over-use of non-functional decoration. If there are to be decorative mouldings to relieve the slab sides, could they not be of the easily replaceable rubbing strip type, intended as well to give some measure of protection to the door and wing panels? Cannot the bumpers be made to do better the job that their name implies? The small trays between bumper bars and bodies look tidy when new but too often they become rather mangled transmitters of bumper bar distortions to adjacent bodywork.

Head and tail lamps mounted vulnerably at the front and rear corners of the body do not necessarily represent the last thoughts on the subject and the motorist is now beginning to be plagued with dazzle at both ends. It is ironical that this new irritation and source of possible danger has been introduced under the banner of safety, for presumably there can be no other reason for the oversize, over-bright stop lamps on some new models. In this context may also be mentioned the fashionable sharp-edged eyebrows which are supposed to reduce the upward glare of head lights. There seems to be much in favour of recessing (and thus shading and protecting) both head and tail lamps; the short tunnels to be seen on certain American exhibition bodies come to mind.

Having removed all extraneous projections, including external hinges and door handles, in the interests of clean lines and air silence, it seems contradictory to fit after-thought fog lamps and projecting rear-view mirrors. The rash of plastic insect deflectors—unnecessary in this country—seems to be curing itself.

Using the Air

Turning to equipment and the interdependence between this and body design, it may be wondered for how long radiators will be fitted transversely at the front end of most cars. They prevent the engine being moved still farther forward and to some extent keep the nose unnecessarily high. They add pounds ahead of the front axle, where no more weight is welcome, and with their plumbing make the front end of the engine and steering less accessible. Aviation experience might be drawn on to produce an efficient envelope for the engine compartment, incorporating the radiator in a convenient position at the outlet end of the duct.

Door and window sealing is another matter as yet tackled only half-heartedly. Its inadequacy on many makes of car is the subject of complaints from overseas. Cold and dust need to be excluded and the possibility of fitting inflatable seals round the doors—another aircraft feature—is worthy of study.

British manufacturers continue to be somewhat conservative in their approach to body and chassis designs, and we would certainly not advocate any swing over to unorthodoxy; on the other hand, it would be well to give a more vigorous lead in the design, development and adoption of features which are likely to improve safety, efficiency and comfort.

ROADSIDE OVERHAUL

By

STUART BLADON

Parked here, the Minor was in nobody's way, and no complaints were received after it had been parked for nearly a week. The conditions were far from ideal, but there was very little traffic and nothing to prevent work on the engine



Decarbonizing the Morris Minor in a London Street

ALL over London the little-used side streets are lined every night by silent parked cars; in most cases the space occupied by these vehicles is their nearest approach to a garage. Thus on a number of consecutive nights the same cars may be observed not to have moved, and a larger number can be seen to return to the same street night after night.

It is well known that many enthusiastic owners overhaul their own cars, partly for economy reasons and partly to ensure that the job is done well. But what happens to the ungassed vehicles? Is it possible to carry out a top overhaul in a quiet street with a complete lack of helpful facilities, or must the work be entrusted to a garage?

This was the problem which arose when my Morris Minor, a 1950 model which had recently been purchased second hand, began to suffer from lack of power and other symptoms which indicated that perhaps it would benefit from a decarbonization. If this was to be done at all, it seemed advisable that it should be accomplished before the guarantee period ran out, so that I could claim for burnt-out valves or other de-

fects if this proved necessary. Accordingly I approached a number of garages in the London area for quotations; it turned out that the average charge would be £7 10s, and the lowest quotation received was £6 15s.

The complete lack of parking space off the road and within a reasonable distance of my address seemed to suggest that it would be out of the question for me to undertake the work myself. But a long spell of dry weather led me to reconsider the problem, and early in August I decided to carry out the overhaul in a side street off the Bayswater Road in London, where the car was normally parked.

Doubt concerning the improvement which would result from simply decarbonizing led me to investigate other means of raising the power output, which at that time seemed to be rather unsatisfactory. The Minor would cruise at 40 to 50 m.p.h. quite comfortably, but acceleration and hill-climbing were poor, and the excellent brakes and road-holding seemed to be wasted.

There is much that can be done to these side-valve engines. Many conversions are available, or the engine can be

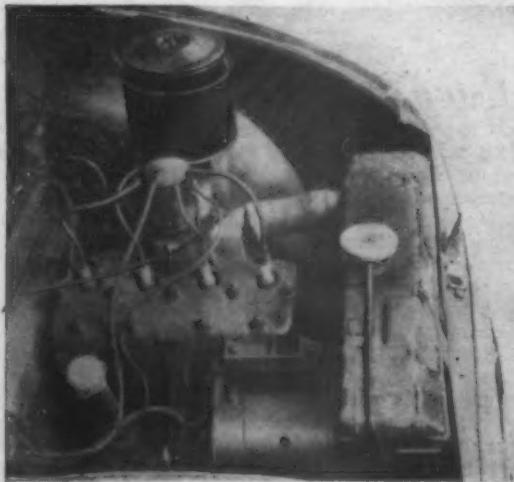
supercharged; but these modifications are costly. Eventually I decided on a compromise: I would simply raise the compression ratio and leave everything else as standard. Advice from friends then suggested that in this form the exhaust valves might tend to burn out prematurely, so I arranged to replace these with a set of Tranco S.A.S. valves at the same time.

Exactly how greatly this change would affect the performance promised to be interesting, and so before starting the overhaul I set off one afternoon out of London, armed with a stop watch and assisted by a friend, for the first stretch of road we could find which was flat, straight for a mile or so, and reasonably uncongested. After about 15 miles we modified our requirements somewhat, and contented ourselves with a curving road, slightly uphill, and extremely congested. This was the best we could find, but as the figures were intended only for comparison we felt that the effect of gradient and cornering would not matter, provided that the same stretch of road was used when the tests were repeated after the overhaul. Each performance test was taken once in each direction, and the average figures were recorded.

The next stage was to acquire the various tools and equipment required. A valve spring compressor and valve grinding tool were borrowed from a garage friend. The four S.A.S. valves cost £2 10s; and a tin of valve grinding paste was purchased for only 1s 6d. Lighter fuel, a wire brush, a tin of graphited grease and a quantity of clean rag were all purchased for less than 10s, and the equipment then seemed sufficiently complete for the overhaul.

My own comprehensive toolkit contained, I thought, all the various spanners I should require; the only other important aid was an illustrated article describing, stage by stage, the process of decarbonizing the Series MM Morris Minor, which was published in *The Autocar*, October 9, 1953. Notes were made of the correct sequence in which the various operations must be performed, and these helped me to carry out the stripping down process efficiently and methodically, and to avoid pitfalls by the timely warnings contained in the article.

Then on a Sunday afternoon I parked



Ready to start: a picture of the engine before beginning to tackle the stripping down process

the car where it was as far out of the way as possible, put on overalls and started work.

It was, really incredibly easy: cylinder head accessibility is a strong point of the Minor's engine, and the various bolts, screws and nuts were undone systematically and placed in a cardboard box ready for reassembly. The air cleaner came off and was propped up in the luggage locker (there being no garage bench for the dismantled parts). The carburettor followed; the bolts securing the manifold gave no trouble, and this trophy was carefully carried to the back of the car, wrapped in newspaper and stowed away to await reassembly.

Gaskets also were carefully preserved since they seemed to be in good condition. I did not wish the overhaul to cost any more than was necessary, and against the advice of the experts I proposed to refit the same ones. If 4,000 miles motoring can be considered a test of this policy, then I can say now that I "got away with it." However, the cost of a set of gaskets for a small engine is not outrageous, and this should not be taken to mean that re-use of old gaskets is recommended.

At this stage the radiator was drained in accordance with *The Autocar's* instructions; the battery earth lead was disconnected and the top radiator hose removed.

the overhaul should be taken as far as the valve-grinding that night, and the cylinder head had to go in for machining the next day. So I pressed on as well as I could; four more nuts succumbed to a new technique involving a box spanner and a good bit of leverage. Then the box spanner split under the torsional strain.

It was 5.30 p.m. when the head was eventually lifted; removing the securing nuts had occupied 2½ hours, emphasizing that proper use of the correct equipment is essential.

On a newly purchased used car the first removal of the cylinder head is a revealing moment: what will the cylinder walls look like? Will all the valves need renewing, and the seats be burnt out?

When this car was purchased from Southern Autos, Ltd., of Dover, it was stated that the pistons had just been renewed, but that a rebore had not been justified. As soon as I lifted the head I was most impressed by the good condition of the revealed components. A few quick scrapes with a blunt knife exposed the shiny piston crowns, and the bores seemed to be very little worn for an engine that had done 40,000 miles. No piston looseness could be detected, and the cylinder head gasket was obviously almost new.

The need for cleanliness while decarbonizing the engine was particularly im-

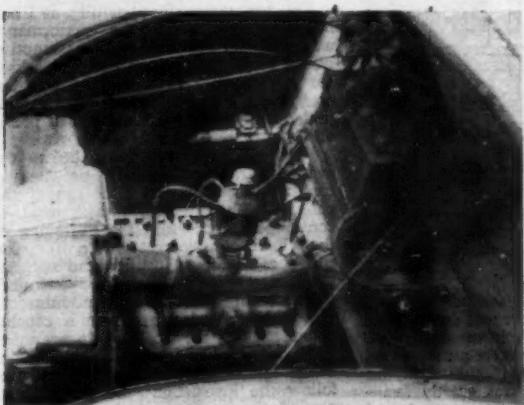
portant in view of the conditions under which this overhaul was being carried out. The street was dusty from lack of rain, and cars were passing periodically. So every precaution was taken, and clean rag was pressed down hard into the cylinders, and the distributor drive shaft.

Work resumed after a brief tea break; the tappet cover was removed, and immediately the two oil return holes leading into the sump were plugged up tightly with a piece of clean cloth large enough to be in no danger of falling through the hole. The need for this is obvious, as recovery of a valve cotters which fell through one of these holes would entail dropping the sump.

Quite quickly the valves were removed, and the cotters were lined up along the edge of the battery (not the best place, perhaps, but safe and out of the way). The inlet valves were carefully cleaned with the wire brush, one at a time, to ensure that each returned to its original port. The exhaust valves were replaced by the new armoured seat valves, and all eight were then carefully ground in with just a trace of grinding paste. A few quick spins only were required to produce the recommended dull, even, matt line all the way round both valve and seat. It was then nearly 8 p.m., and time for the job to be abandoned until the next day. The engine was carefully covered up, the car locked up and left for the night; externally it again appeared quite normal like the other cars in the street, but a car thief would have found it disappointing.

On the following day I took the cylinder head to the Laystall Engineering Co., Ltd., of Great Suffolk Street, London, S.E.1, for machining. Wrapped in newspapers, it did not attract any undue attention on the bus. Fairly late on the Monday evening I began the job of replacing the valves, having first carefully washed out the ports with a little petrol lighter fuel.

However, this task turned out to be not as simple as had been expected, and soon promised to be a repeat of the previous day's fiasco with the head nuts. Cotters fell everywhere, or became trapped in the valve springs, and an hour standing almost upside down in trying to look into the tappet department began to have unfavourable effects. Quickly it became dark, and I was forced to use an inspection light running off the car battery. But I found that inevitably as the spring was released



The carburettor and air cleaner have been removed and placed in the luggage locker; the next task is to drain the radiator

So far work has proceeded smoothly and efficiently. Now it remains only to remove the securing nuts and lift the cylinder head; but this is where the trouble can start

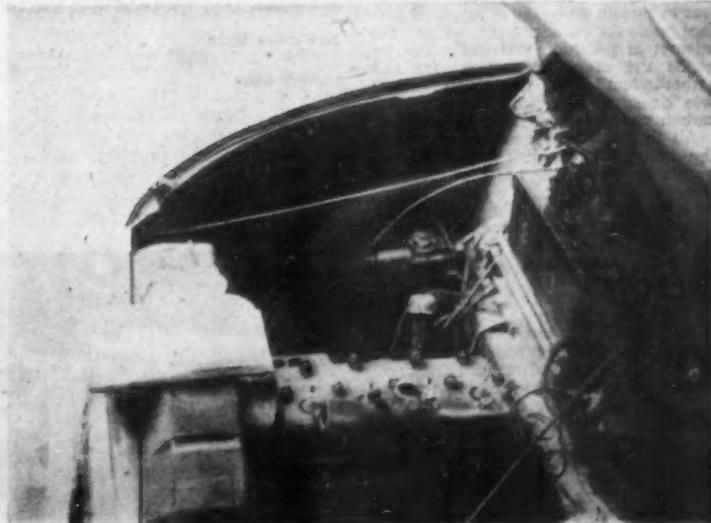
The next directions were, "Remove distributor"; and a warning, "Do not slacken the pinch bolt in the distributor clamp plate, or the timing will be lost."

One instruction—that the dynamo should be removed—was ignored. Two of the securing bolts had to be removed to release the cylinder head, but the dynamo was left in place, and without penalty, although there may have been good reasons for advising its removal.

It was then 3 p.m., and the engine was stripped down to the cylinder head—the last obstacle before setting about the removal of valves; and so far the overhaul had taken three-quarters of an hour.

At this stage I learnt a most important lesson in such a way that it could never be forgotten: use of the correct tools. For I had no torque wrench, and not even a ring spanner with which to remove the cylinder head securing nuts. The open-ended spanners on which I was depending proved quite inadequate for the purpose.

Four o'clock came, and six of the nuts were off; two more by four-thirty, and one spanner broken. The remaining five nuts were losing the edges of their hexagons. It was imperative that, if possible,



ROADSIDE OVERHAUL . . .

the valve collar simply pushed the cotters out of the way; so I abandoned the job pending advice.

Next morning the cylinder head was ready, machined to give a compression ratio of 7.5 to 1, instead of the original 6.6 to 1. This was done for the very modest charge of £1 10s. At the same time I spent an interesting half-hour on a conducted tour of "Dr. Laystall's surgery." Here were Consul and Zephyr cylinder heads being polished until they appeared to be silver-plated, and specialist tuning and overhaul work being carried out on a variety of engines, from small Fords to massive diesel engines.

After obtaining useful advice from friends on the problem of the cotters, I returned to the fray on the Tuesday evening. The method I had been recommended to use proved sound — I thoroughly cleaned the valve stems, and then smeared a little Marfak grease in the coker recesses. The valves were then inserted, and the cotters adhered in position wonderfully, and were not pushed out of place by the descending valve collar. A borrowed pair of tweezers which had originated in a dentist's surgery helped to fix the cotters in position; but it was the Marfak, with its unusual tenacity to metal, that did the trick. In half an hour all eight valves were in place.

Two thin $\frac{1}{2}$ in spanners were necessary to adjust the tappets. They were not robust, and had to be used carefully, but the adjustment was made very easily and accurately. Now that work on the valves had been completed, I replaced the tappet cover, having first checked carefully that all valves were properly secured. This is vital, as a valve could be held in place temporarily by one coker only; but when the engine started it would be most likely to be pushed out of place, leaving an inoperative valve, and dangerous pieces of metal in the engine.

The manifold was then replaced, using the original gasket, and the exhaust was connected up; then at this stage I postponed the work as dusk was falling.

On the Wednesday evening I was unable to spend any time on the overhaul until fairly late, and all I could do then was to smooth down the orange-peel surface inside the cylinder head casting. No attempt at polishing was made, but by gentle use of an electric grinder and carborundum stone, the rough surface was flattened down with the idea that carbon accumulation would be retarded.

All that now remained was to replace the cylinder head and reassemble the engine in the reverse order of dismantling. Equipped with a new set of cylinder head nuts and a good quality ring spanner, I carried out this last stage of the overhaul on the Thursday evening, and had completed the whole job in an hour and a quarter. There was a final hold-up right at the end, at the replacement of the air filter: the two securing bolts were there, but where were the nuts? It was after some minutes of frantic searching that I realized that there were no nuts, and that the bolts screwed straight into the body of the air duct.

Then the great moment came to test the engine; it was now four days since the overhaul began, but the engine fired on the second pull of the starter.

As the engine warmed up, clouds of smoke poured out from the graphited

grease which had been lavished everywhere during the reassembly. Two other noticeable points were that the tick-over was much too fast, although the carburettor setting had not been disturbed, and that there was considerably more tappet noise than before the overhaul. This suggested that the tappet heads had worn in the centre, and needed renewing. The accelerated tick-over was, presumably, due to the increased efficiency which results from raising the compression ratio: an encouraging sign which indicated that the fuel consumption would be reduced markedly.

For the first few miles the Minor was used carefully, and although the engine seemed very much more lively than before, use of the full performance was avoided until the cylinder head had been tightened down after a week's use. The car was then taken back to the test road for a repeated set of performance figures.

The actual improvement gained was,

The important figures are, of course, the standing start to 50 m.p.h., and the top gear acceleration from 30 to 50 m.p.h. Other improvements which cannot so readily be substantiated by figures, are that the car seems happier at its normal cruising speed of 45-50 m.p.h., and that pulling power at low engine speeds is much smoother than before. This is, however, seldom used, as I believe in changing gear early, but the fact remains for what it is worth.

The Minor's engine was originally designed with the idea that it should be operated on low grade petrol, and with a compression ratio of 7.5 to one this naturally becomes impossible, or inadvisable. In fact this car had never been fed on anything but premium spirit in my service, since even before the overhaul good petrol gave greatly improved running. But this must be considered if the cost is to be estimated.

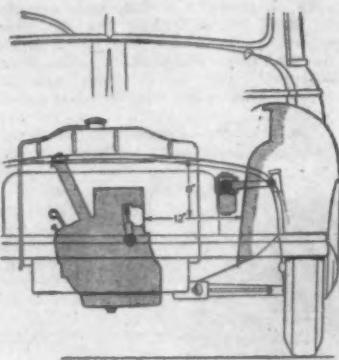
Petrol consumption was carefully checked over about 3,000 miles before and after the engine was modified. Running conditions were equivalent, and include a certain amount of traffic use, together with a number of long journeys.

Before Overhaul	After Overhaul
91.5 gallons used in 3,534 miles m.p.g. = 38.6	73.5 gallons used in 2,781 miles m.p.g. = 37.8

This was rather disappointing, as I had been expecting that the performance would go up and the fuel consumption would go down; perhaps that was asking for too much. Consumption was increased slightly, but the performance has undoubtedly been used more than previously.

Further, the figures taken before the overhaul are based entirely on summer running involving very little use of the choke; but the second measurement of consumption runs into the beginning of the winter. An increase in consumption still does not seem justified and suggests that the carburation may need attention.

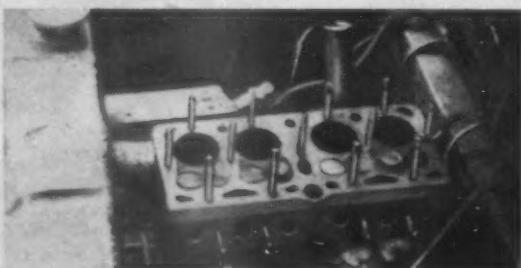
Concerning the actual decarbonization, it would be hard to say who is capable of undertaking the work. I do not think it is a specialist job, and provided an owner knows what he is doing, and can follow the instructions, he should have no difficulty in carrying out his own overhaul. This was, in fact, my first attempt (and a purely amateur one) to decarbonize an engine. Further, while a well lit garage with proper workshop facilities can make the work considerably easier, it is clear that this is not essential. Many motorists will always entrust this work to a garage; but next time a car's cylinder head is to be removed, thought may be given to the advantages of shaving a little metal away to increase the efficiency of their engines to obtain the full benefit of premium fuels.



Twelve inches is very little space for working on the side of the engine; most of the valve adjustment has to be made by touch

course, limited to a few seconds here and there, but the difference in driving pleasure was very much more marked. Hills which previously had required second gear were now climbed quite easily in third, and overtaking was greatly facilitated. The effect on maximum speed was not investigated, as this is never used and would, therefore, be of little interest.

Acceleration Tests:	Before Overhaul	After Overhaul
Through Gears	Overhaul Sec.	Overhaul Sec.
0-30	10.0	9.5
0-50	36.6	28.6
3rd Gear		
10-30	9.4	8.6
20-40	9.9	8.25
Top Gear		
20-40	15.9	11.7
30-50	17.9	13.2



The cylinder head has been removed and the pistons, cylinders and valves are all found to be in good condition

Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

The Camelian Hump?

DRIVERS of animal-drawn carts in Pakistan are strongly opposed to a change from the left to the right-hand road rule. Presumably they are used to leading camel, donkey, bullock or horse from the left, wielding the stick with the right, and habit dies hard. Anyway, the Pakistan Government is reconsidering the proposals for a changeover and this is interesting coming on top of the Swedish plebiscite which resulted in a sweeping vote against a change. Not for the same reasons, though!

Commuting

A CONFIRMED commuter (I even commuted 22 miles a day to school) I am often amused by those who ask if I do not find my journey boring. The answer is emphatically no; the only boring part of a journey every day to and from London is that part of it which approximates to the daily trip of those who live close in—the built-up area of the suburbs. This is faintly purgatorial. The same journey by public transport is purgatorial, and by the insufferable tube it is frankly hellish. I've tried them all.

What the town-dweller forgets is the continual change of the country. The sooty stone of the city changes only in that it is more or less visible according to the fog level of the day. Outside, the four seasons ring a continual change; moreover, the country sun is frequent and richly yellow, not the pallid wraith of a flying saucer that leers through London's murk. Just now the beeches along my daily route are turning and losing their leaves and I drive through avenues of flame with flakes of gold landing on the bonnet.

I would not give up my commuting trip for anything; it is a daily joy when the suburbs have been shaken off. And until then I have my radio.

Incidentally, I recently flew to Glasgow, leaving London airport at 5.15 p.m. and arriving at Renfrew airport, 400 miles away, one hour and twenty minutes later. That is exactly my car commuting time for 35 miles out from London at the same time o' night.

Long and Loud Enough

STEVENAGE cyclists grumbled that crossing the Great North Road from the industrial centres on the west to their homes on the east was a mighty dangerous business. So the road has been bridged by a Bailey type structure, 19ft above the ground, which just goes to show what can be achieved if one shouts loud enough.



Musical Interlude

ACYNICAL colleague of mine, who vowed that the only time he has shed a real tear was when he first heard the trio from *Der Rosenkavalier*, was looking a little red around the eyes the other day. I said nothing, but scanned the opera and concerts advertisements in my paper, for although I am quite dogmatic about Mozart being the last German to write an opera in the grand manner I would concede to him that Strauss' conversation piece is a masterpiece. However, there was no performance that could have accounted for what had obviously been an emotional outburst.

Over lunch the whole story came out. My colleague had spent the weekend with his first love . . . a post-war car with vintage characteristics. Today that car exists in name only and—who knows?—tomorrow even that name may be rationalized, standardized and stylized by one of the great motor combines to emerge from the full treatment incapable of even casting a shadow of its former self.

I, too, am quite fond of the music of that earthy extrovert Richard Strauss. He was greatly influenced by his collaborator, the aristocratic and scholarly Austrian nobleman Hugo von Hoffmannsthal. Those two were far apart psychologically, yet together they produced music that is richly diverse. In the same way my friend's vintage contraption seems to have brought out the soul in him.

S.O.S.

MANY motorists have cause to bless the A.A. breakdown service in one way or another. Linking of breakdown vehicles to headquarters by radio control was instituted in 1949, and since then has grown rapidly. There are now ten day and night stations in operation: London and Birmingham (the original two); Bristol, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. Seven additional stations work from 9 a.m. until 7.30 p.m.

Mixed Drinks

APROPOS my recent remarks about a misfiring, a motorist writes to say that he has had similar symptoms on two occasions when he has filled his tank with a certain premium spirit different from the one which he uses regularly. His son also experienced these symptoms with the same mixture. Is it possible, he asks, that the additives in the two brands are incompatible? I wonder; in fact I am going to ask one of the petrol companies concerned about it. More news later.

Aftermath

WHEN it has been blowing a gale and raining cats and dogs it behoves the late night motorist to go warily. I was hurrying home the other morning at between one and two and recalling the number of times that the head lights have failed to pick up roadside floods in time. Usually one gets nothing worse than a fright, but it is



Cats and dogs

a different matter if the limb of a tree has blown down, and I hope that experience will never catch me with too short a head lamp beam.

I reached a pretty lonely spot and was hailed by a man at the roadside as I slowed for a multiple junction; I took a quick look at him and decided that it was safe to stop, whereupon I learned that he was stuck in the mud at the side of a joining road. Sure enough, he had foolishly pulled on to some greenery to admire the scenery—or the starlight, or something. Anyway, I soon had him out with the help of that tow-rope at which all my friends laugh, and was away again filled with Boy Scout satisfaction and thus losing all virtue that could otherwise have accrued to me.

When I finally arrived home my cat looked at me as one reprobate to another, but agreed to be discreet after I had given her a breakfast to which she was not entitled. Such hours.

TO TRAVEL HOPEFULLY—

**With the Veterans on
The Brighton Road**

"...the delicate tracery of its decorative frame..." Eric Berry's 1896 4 h.p. Lutzmann Victoria sets its own pace near Brixton Hill

TWENTY-FIVE years have passed since the R.A.C. took over control of the annual pilgrimage of veteran cars to Brighton, in commemoration of the Emancipation Run of 1896. In that time the number of entrants has increased by over 400 per cent, and public interest has grown to such an extent that the official estimate of the number of spectators present this year was some 2½ million—surely a record for any sporting event in the world. An innovation this year by the R.A.C. was the employment of a helicopter to assist with the direction of traffic, and there is no doubt that radio messages from its occupants, an R.A.C. traffic expert and a police representative, did much to relieve and prevent stoppages, alternative

machine was E. de W. S. Colver's 1896 Arnold Motor Carriage, a beefy single-cylinder of 1½ h.p. which arrived in Brighton soon after 1 p.m., despite several stops for changes of the driving belts *en route*. Two of the four three-wheeled Léon Bolées entered failed to start, but those of S. C. H. Davis and Capt. Benbough completed the run without major setback.

Both the 59-years-old Lutzmanns, driven by Eric Berry and Philip Fotheringham-Parker, trembled with nervous anxiety as they awaited the starter's signal, the delicate tracery of their decorative frames and springs dispersing the shock of engine vibration so widely that no two parts of the structure shook in harmony. With no foot-operated controls, the left-hand drive Lutzmann requires very considerable dexterity on the part of its director to keep it on the move. This year was Fotheringham-Parker's first successful attempt to qualify with his car—on previous occasions it has failed to reach Brighton.

Commander Woolley's 1897 4½ h.p. 2-cylinder Daimler, painted in cream and black, was a real eye-catcher; one has become so accustomed to seeing this model in darker and more sober attire. Ebb Rowe was wearing his Victoria Combination, a weird device which was found beneath a bombed house in Ramsgate some years ago, and which first ran last year. Much work went into its restoration, but even when new it could scarcely have claimed to approach mechanical perfection, and the sweep of its long tiller makes it almost undrivable if a passenger is carried. It was constructed in about 1898 by the Société Parisienne, and has a light, two-seater body by Alfred Belvallette. The de Dion engine was converted to water-cooling of its cylinder-head in about 1899; Cooper spoon-brakes press against the treads of the rear tyres, and the clutch is quite different.

Ken Wharton carried gum boots and a Thermos flask on the back of his 1901 Albion dog cart (3 h.p., 2-cylinder) as an insurance against cold and rain; C. F. Bartlett's 1901 Napier double pheton, surely one of the earliest survivors of the *marque*, vibrated so violently that one felt it must surely disintegrate before reaching Brighton; it did.

Three generations of the Hutton-Stott family were aboard the tiller-steered, twin-cylinder Lanchester of 1903, granddaughter Jane sitting beside her grandmother in the tonneau. John Bolster's party was worried—but not much—by a slow puncture in a rear tyre of his car,

which was made in 1903 by the Anonymous Society of the Ancient Establishments Panhard and Levassor. John Hampton's similar car, a picture in royal purple, ran so quietly and smoothly that his wife was worried by the audible clacking of the chains. There were altogether 39 de Dion Boutons, a signal portent of sound design and workmanship, and the B.B.C., in their commentary on Sunday evening concerning the Run, repeated once again the old fallacy that these cars have independent rear suspension. When will professional commentators on motoring matters learn the truth about the de Dion axle?

The 1903 Prescott Steamer, brought over from America for the occasion by George McKay Schieffelin, is a magnificent vehicle which reached Brighton successfully after a variety of minor adjustments and repairs on the way, the journey taking a total of some seven hours. It is tiller-steered, has a wonderful copper steam whistle and a frightening array of obscure controls, including a battery of five wire-handled cocks at the driver's right. There were several other steamers, including D. G. Blackford's handsome White limousine, which received its visitors with real warmth.

A. C. Westwood's Fiat suffered transmission trouble by Coulsdon North station, but the V.C.C.'s gallant President, Fred S. Bennett, was seen proceeding in fine fettle with the Commissioner of the City of London Police, Col. A. E. Young, beside him. Bravo! The Chairman of the R.A.C., Wilfrid Andrews, was another who had a trouble-free run in his 1901 Benz, but Bill Browning, accompanied by George Grigs, was just in time to stop an inlet valve unscrewing itself into the cylinder of his 1900 New Orleans Voiturette; the last thread was about to disappear when they stopped to find out where all the power was going to, since less and less was reaching the wheels.

One of the most interesting of the cars present was the 1903 Renault with sprung wheel spokes and solid rubber tyres which has completed the course several times. It is now owned by Captain Watters-Westbrook. Its final drive ratio must change every time one of its rear wheels hits a bump, momentarily reducing the distance between hub and road as the spokes compress.

Your observer's passenger made rapid notes as each halted competitor was passed, and comments like the following are readily understandable—45 stopped for drink (pure guesswork); and Blackford's steamer topping up with water.



Wilfrid Andrews, Chairman of the R.A.C., climbs Pottage Hill without difficulty in his 1901 4½ h.p. Benz

routes for some stretches being made obligatory for non-competitors.

Hyde Park was alive with the animated mechanical chatter of the brightly painted veterans well before the first pair were due to start at 7.30 a.m., and it was remarkable how many keen onlookers had risen early on this Sunday morning to watch them go.

There were 22 non-starters from the total entry of 213; the alleged oldest



One entry has, however, a somewhat spine-chilling intimation—67 stopped. People in engine.

Amongst the gentle, chuffing singles and the three-wheeled forecars carrying each its passenger in one basket at the front, the huge white 60 h.p. Mercedes belonging to Peter Hampton provided a most dramatic contrast. Another racer was the sleek blue 1903 de Dietrich belonging to the Shuttleworth Trust and handled by L. A. Jackson, who was responsible for its restoration. The Science Museum in Kensington, London, entered a 5 h.p. Peugeot of 1902, which was driven by C. F. Caunter, curator of the Road Transport collections. He was accompanied by the deputy foreman of the museum's metal-working shop, and it is really refreshing to find this proof that a museum piece is not necessarily doomed to a life of perpetual inactivity.

The Commemoration Run is not a race; the only qualification for a medal is that one must be at the finish, on Brighton's Madeira Drive, by 4 p.m. First to arrive was Sir Clive Edwards in his 1900 New



Percy Kidner, co-driver with M. B. Marr on this 1904 6 h.p. single-cylinder Vauxhall, was at one time managing director of that company and broke many long-distance records before the first world war

Orleans, at exactly 10.35 a.m., and by 12.30 over half the entry had made their appearance. At 3 p.m. only twelve starters had failed to arrive, and P. C. Allan crossed the line with but ten minutes to spare on his 1899 Star 3½ h.p. Vis-a-Vis after many adventures.

With two minutes to go, a small black-and-yellow car appeared at the western end of the Drive, proceeding rather slowly because it was being pushed. It was No. 88, a 1902 Peugeot belonging to the Shuttleworth Trust and in the charge of W. Stuart, and it had covered most of the last six miles or so from Pyecombe Hill in this manner. An air lock in the cooling system had caused it to overheat, and by the time the crew had discovered that this, and not valve trouble, was the reason for a loss of power which had perplexed them for some distance, it was too late, the single piston by then having partially seized in its cylinder.

Cheered and encouraged by the sympathetic crowds, this gallant pair crossed the line, very hot and very tired, with only ten seconds to spare. One was reminded of the occasion when Sammy Davis had pushed the Bollée, with a sheared contact-breaker drive shaft, for the last twelve miles—also to finish within the time limit.

For those who lived within reasonable distance of Brighton, or could spare time to stay there overnight, there was the

usual tea party with the Mayor in the Prince Regent's flamboyant Pavilion, followed by a dinner of V.C.C. members and their guests; but many, having reached their goal, turned round and drove straight home again. They had, after all, travelled hopefully and arrived.

LIST OF FINISHERS

1896 Arnold Motor Carriage, E. de W. S. Colver; Benz, L. Lewis-Evans; Léon Bollée, Capt. I. G. Benbow; Lutzmann, E. S. Berry, P. Fotheringham-Parker.

1897 Beeston Tricycle, E. Marshall; Benz, S. Kentish; Daimler, D. G. Flather, Cmdr. E. D. Woolley; Hurtu, R. Larritt; Léon Bollée, S. C. H. Davis.

1898 Stephens, R. J. Stephens; Victoria Combination, E. Rowe.

1899 Benz, H. E. Wood, R. A. Rockcliffe, R. S. Miles; Decauville, H. B. Leech, Arthur Tyler; Dechamps Tricycle, E. D. Lee; Panhard-Levassor, E. J. Jarvis; Star, P. C. Allen; J. W. Mills.

1900 Benz, P. Bradshaw, N. R. Cole, E. J. Moor; Cudell de Dion Bouton, R. Brown; Daimler, F. Bately; De Dion Bouton, L. Austin, J. A. G. Burchell, H. L. Langman, H. G. Schoof; Martini, The Viscount Dunluc; New Orleans, W. Browning, Sir C. Edwards, J. Schofield, Lt. Cmdr. D. G. Silcock; Peugeot, H. E. F. Parkinson.

1901 Albion, K. Wharton; Benz, W. Andrews; Corre, G. Dunham; Darracq, J. Webb; De Dion Bouton, J. H. S. Guest, A. D. Johns, C. Pilmore-Bedford, R. C. Porter, P. J. Wellington; International Charette, G. F. Stiles; M.M.C., K. Harlow; Mors, S. E. Sears; Progress, M. E. Davenport; Renault, J. Bentley, T. W. Lightfoot; Royal Enfield Quad, G. W. Goodall; Sunbeam-Mabley, G. W. Schuler.

1902 Arrol-Johnston, J. Edkins; Beaufort, E. P. Shaw; Benz, R. G. Sloan; Century Tandem, B. H. Davenport, L. P. Hunt; De Dion Bouton, J. V. P. Alcock, F. H. Bowyer, A. S. Dunning, C. W. Ward; James and Browne, Capt. C. N. Davies; M.M.C., W. J. C. Ford; Panhard-Levassor, Fitz Brunn; Peugeot, C. F. Caunter, Dr. C. R. Clayburn, Major H. Fairhurst, W. Stuart; Quadrant, A. H. Grundy; Renault, R. F. Collinson; Wolseley, Major J. Gardiner, J. W. Howes, P. Pointer.

1903 Argyll, W. A. L. Cook; Cadillac, F. S. Bennett; Clement-Talbot, J. Sears; Darracq, B. Thorpe; De Dietrich, L. A. Jackson; De Dion Bouton, R. G. Forster, Lord Montagu, C. B. North, R. North, L. T. Norton, E. D. Pigg, R. A. Pither, A. T. Seaton, H. G. Seaton, P. H. Turvey; Gladiator, Cdr. Barber, W. F. Watson; Humber, P. Tacon; Humblette, J. W. Franklin, R. L. Green; Lancaster, F. W. Hutton-Stott; Mercedes, G. J. Allday, C. W. P. Hampton; M.M.C., H. G. Baggs; Napoleon, J. Dymond; Oldsmobile, V. Ballis, S. Gibson, C. J. Bendall, J. C. Gilbertson, C. Smith; Panhard-Levassor, J. V. Bolster, L. G. Higham, J. G. Hampton, A. B. Hobbs, C. A. Oakden, A. Prince; Air Chief Marshal Sir W. A. Coryton; Phoenix



The Science Museum in London restored this 1902 5 h.p. single-cylinder Peugeot in its own workshops. It was driven to Brighton by C. F. Caunter, who has charge of the Museum's road transport collections

Trim, Dr. A. T. Robinson; Prescott Steamer, G. McK. Schieffelin; Regal, W. H. Waring; Renault, Mrs. R. Fotheringham-Parker, Capt. P. Watters-Westbrook; Rex Tricar, R. A. Shaw; Siddeley, Major H. Brownell; White Steamer, D. G. Blackford; Winton, J. M. A. Paterson, J. Thomas; Wolseley, E. I. Hudson.

1904 Allday and Onions, H. P. Russell; Cadillac, H. E. Bowden, L. Sandford, A. P. Trengrove; Century, P. R. Criffall; Clement-Talbot, J. A. G. Burchell, A. D. Englefield; Darracq, S. Gilks, R. D. Gregory; De Dion Bouton, H. T. Clarke, G. McGregor Craig, G. M. Gee, F. R. Piper, G. F. Hodgkinson, N. R. Hunt, E. Jarvis, F. L. Knight, N. H. Lendon, F. Cogswell, J. Smithies, J. Stanbury, W. R. Stevens; Gardner-Serpette, A. Hodsdon; Humber, L. Briggs, W. M. Mason, R. H. Stother, D. G. Warwick; Humberette, N. T. Beardell, P. Newington, S. J. Snoxall; James and Browne, H. P. Lucas; Lancaster, A. C. Bird; Mercedes, E. Sears; Mors, R. F. Pierpoint; Norfolk, T. H. Boothman; Oldsmobile, G. Mawer; Orient Buckboard, R. W. Brown; Panhard-Levassor, R. L. Bennett; Peugeot, F. E. Davis, A. J. L. Evans; Phoenix Tricar, A. J. B. Bally; Pope-Tribune, Dr. J. W. E. Fellows; Raleightte, F. J. B. Budgett; Renault, Cmdr. J. D. R. Davies, P. C. Waring, H. F. Welham; Riley, J. H. Woodin; Rolls-Royce, Oliver Langton; Siddeley, A. J. Geikie-Cobb, H. C. Hunter; Speedwell, C. H. Smith; Star, T. E. Johnson, P. G. Newens; Swift, G. E. Solomon; Tony Huber, C. F. South; Vauxhall, P. C. Kidner; Wolseley, C. Edwards; E. Pilmore-Bedford, G. Anderton, W. G. Morgan, J. O. Wigington; Reo, H. Trussell.



Brighton's Madeira Drive was once again the goal of much ancient machinery, all of which had first taken to the road more than half a century ago

DISC BRAKES REVIEWED

Dr. Lanchester Designed the First 53 Years Ago

A COMPREHENSIVE picture of the development of disc brakes from the early part of the twentieth century to the present time was presented last week in a paper* read before the Automobile Division of the Institution of Mechanical Engineers by F. J. Bradbury and F. G. Parnell, of Lockheed.

The principle of the disc brake, like those of many other components of the modern car which have been reborn in the light of improved technique and materials, is, in fact, quite old. In 1902 the late Dr. F. Lanchester patented a disc brake design which had many features in common with present practice. A thin steel disc was attached to the wheel hub and a small area of friction material provided the braking force. In discussion after the paper Mr. George Lanchester supplied further information on the experience gained with this design. It was fitted to an experimental 18 h.p. Lanchester car of that period but suffered from the lack of satisfactory friction materials. At that time bonded asbestos had not been developed and experiments were made with various metallic materials, including copper. Considerable surface tearing of the disc was experienced, and the design never reached production.

The next use of disc brakes was during the 1914-18 war on a number of German trams, and they were later adapted for use as transmission brakes on American commercial vehicles. One of these was the American "Tru Stop" brake, designed in 1928 and still fitted in substantially the same form. During this period the disc transmission brake was also attracting the attention of British

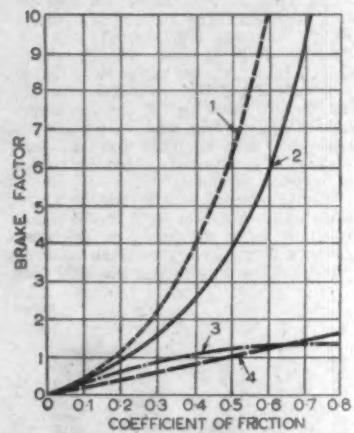
manufacturers, among whom were A.C. and the makers of the Milton car.

An early application to road wheels was the installation in Captain Eyston's Thunderbolt world speed record car of 1937. This brake closely followed the lines of an automobile clutch, with segmental friction linings of almost full annular form; the friction plates were clamped by hydraulic pressure between two substantial cast iron plates.

Although there were other isolated examples of disc brakes on vehicles, the next significant development was seen in armoured fighting vehicles during the 1939-45 war. They employed full annular discs of friction material in conjunction with a ball and ramp, self-energizing operating mechanism. This design replaced the drum brake solely because of space limitation. Satisfactory results made brake designers realize that here could be the alternative to the overworked brake drum in coping with the increased weight and speeds of certain vehicles. A version of this design—the Lambert brake—was fitted to the Chrysler Crown Imperial models of 1949.

Advantage was also taken of experience gained with disc type brakes in the aircraft field, in both the United States and Great Britain. In 1952 a disc brake was displayed at the Earls Court Show and considerable progress had been made by 1953, when the disc achieved outstanding success in racing, fitted to the Le Mans-winning Jaguars.

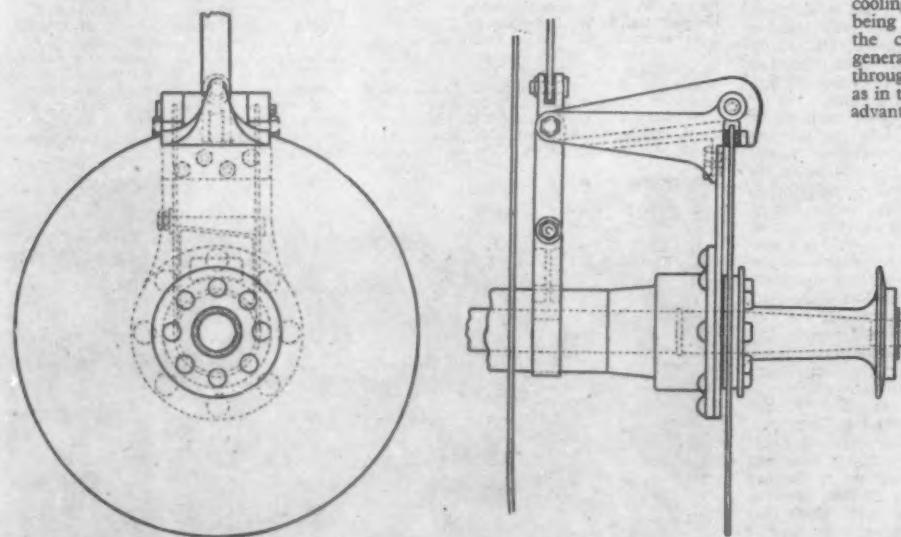
Many startling statements were made about its possibilities, but there were still several problems to be solved before designs were developed suitable for appli-



Its low brake factor, in conjunction with a high degree of rigidity, contribute to the high stability and freedom from fade of the disc brake

cation to normal road vehicles—a stage now reached by the leading brake manufacturers. During this period great improvements have also been made to drum and shoe brakes and this is one reason why the disc brake is not yet being used on the production high-speed car.

The outstanding feature of the disc brake is its freedom from fade or deterioration in performance, under high temperature operating conditions. This is possible because the exposed disc achieves a higher rate of cooling, its rubbing surfaces being in direct contact with the cooling air; the heat generated does not pass through a thickness of metal as in the drum design. This advantage would not be so



The modern disc brake, like many other features of current automobile design, was anticipated by Dr. F. Lanchester. This example, patented in 1902, was fitted to an experimental car and failed only because friction materials available at that time were found to be unsuitable

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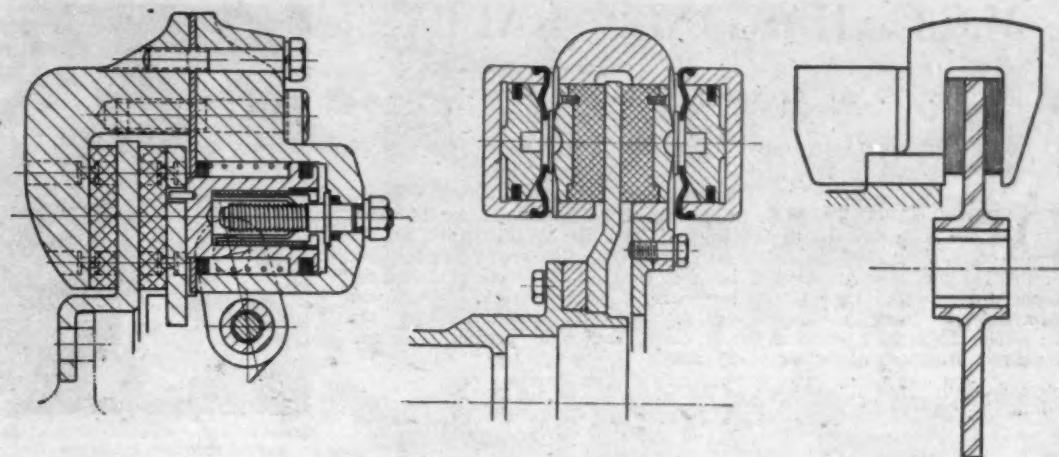
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Three types of disc brake: left to right, axially fixed disc with floating caliper; axially fixed disc and fixed caliper, and axially floating disc used in conjunction with fixed caliper

marked if the disc were shielded from the air flow.

The efficiency of a drum brake is reduced considerably by the expansion of the drum when heated. The radius of the brake shoe then no longer corresponds with that of the drum and rubbing contact is confined to the centre portion of the shoe. This reduces the self-energizing factor and the output of the brake relative to the load applied at the pedal. With the disc design heat may cause the disc to take a slightly conical shape, but this distortion does not affect the self-energizing factor.

Increase in temperature is responsible for a reduction in the coefficient of friction at the rubbing surface and this is, in turn, responsible for a drop in brake factor, which can be briefly described as the self-energizing attribute. A series of brake factor curves is shown, in which it is seen that the change in friction coefficient is much less for disc brakes than it is for the two-leading shoe or the simple leading-and-trailing shoe brake. For example, a fall in frictional coefficient from 0.4 to 0.3 reduces the brake factor from 3.8 to 2.2 for the two-leading shoe and from 2.5 to 1.6 for the leading-and-trailing. However, the reduction is only from 0.75 to 0.55 for the disc.

Fade has been minimized on the drum brake by the use of two-trailing shoe designs in the front wheels. But owing to the low brake factor and the high degree of lost motion caused by drum deflection and expansion under heat, servo assistance has been necessary. The disc brake also has a low brake factor, but its high rigidity enables high displacement ratios (ratio of linear movement of brake pedal to axial movement of wheel cylinder pistons) to be used. Thus satisfactory disc braking without servo assistance can be obtained on small and medium sized cars.

The inherent stiffness of the disc can be offset by the flexibility of the caliper, and it is in this sphere that a considerable amount of research and development work has been necessary to arrive at satisfactory designs—difficult owing to the limited space available for the caliper installation. Composite designs have re-

sulted, with the main load-carrying portion in steel and the wheel cylinder blocks in light alloy.

Experience has shown that good quality chromium iron is a satisfactory material for the discs if thin sections can be avoided. It is economical, has consistent friction characteristics and good resistance to scoring and thermal cracking. Steel can be used if the surfaces are chrome plated to reduce scoring and corrosion; a high degree of surface finish is obtainable, but it is more costly than cast iron.

There are many factors which influence wear of the friction pads, and one of these is abrasive dust. Fitting a shield over the disc would affect the cooling characteristics. Fortunately actual experience under conditions of floods, slush and snow have not indicated the need for any such protection, but these views may need modifying as further experience of sandy conditions abroad is obtained.

The first stage in the development of the disc brake has been completed, and the Citroen DS19 is the first series production vehicle to be fitted with it. In the quest for higher speeds and improved

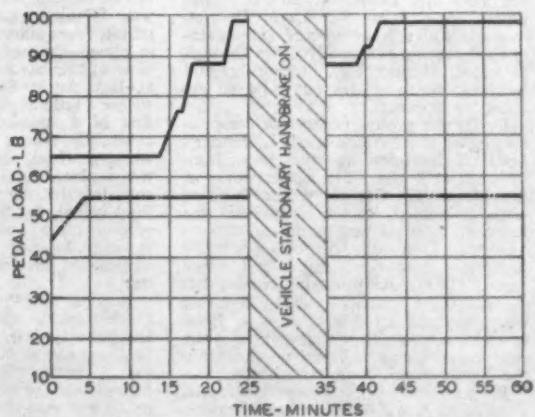
braking, the adoption of the disc brake will undoubtedly be extended.

The paper stimulated a lively discussion, to which experts from several firms associated with braking problems contributed. Dr. N. Parker, of Ferodo, stated that the lack of curvature on the friction pad permitted the development of improved materials, and he also put in a plea for standardization of pad shapes. One speaker suggested the use of self-energizing mechanisms, but without exception all other contributors stated emphatically that the absence of these produced the high stability factor which was the disc brake's greatest attraction.

Mr. Butler, of Dunlop Aviation Division, said that we were not necessarily confined to the dry brake; liquid cooling might be used on the larger sizes. He pointed out that an advantage of the disc not readily appreciated was the reduction in brake heat transmitted to the tyre, which could reach serious proportions.

* "Disc Brakes for Motor Vehicles," by F. J. Bradbury, Associate Member, and F. G. Parnell, Member, of the Institution of Mechanical Engineers.

The results of fade tests carried out on the same vehicle with drum and disc brakes, where the drum design was being overworked. All stops were made from 50 m.p.h. at 16 ft per sec deceleration and at 1 min intervals. Note constancy of disc brake pedal load, while that of the drum increases from 65 lb to 100 lb



M.C.C. HASTINGS RALLY

**S. P. A. Freeman (M.G. TA) Wins
"The Autocar" Trophy and £100**

DRIVING a 1937 TA M.G. Midget which he has owned for 16 years, S. P. A. Freeman won last week's 1,200-mile M.C.C. Rally. Of the entry of 222 cars, 26 failed to start at all and there were 66 non-finishers. Of the 130 cars that reached the finish at Hastings, ten were penalized for damaged coachwork. Only 51 cars lost marks on the road section, which was surprising considering the tortuous and rough nature of parts of the route. On the whole, the weather was kind, though during both nights patches of fog and low cloud made parts of the route very tricky.



F. Thrower takes his Ford Zodiac, with right-side tyre thoroughly distorted, through the Keasden reversing test after a day and a night on the road

BRIEFLY, the plan of the Rally was this: the 196 starters set out early on Thursday morning, November 10, from seven starting points—London, Kenilworth, Taunton, Cardiff, Norwich, Glasgow and Manchester. After covering approximately 250 miles, they converged at Harrogate on the Thursday evening, arriving from 5.30 onwards; they set out again on a common route that took them through the Peak District, the Yorkshire Dales, up into Scotland, down again into the Lake District, through Wales' most obscure and mountainous regions and finally down through Hereford, Marlborough, Stockbridge and Battle, to finish at Hastings early on the Saturday morning.

By far the greater number of competitors chose the London start, L. Jenner's Ford Zodiac leading the way from Olympia at 8 a.m. The upper storey of the Metropolis Garage, where the cars were assembled, might have been the scene of a Royal film premiere; cameramen fired flash bulbs by the score while navigators compared maps and route cards. The route through London, left to individual choice, meant breasting one's way through the rush hour flood of London workers—whose glances at the rally cars bearing their crews away into the country were distinctly envious.

Early troubles began before Harrogate, even; at Raymond Mays' garage at Bourne, Bolton's brand new Ford was on the

hoist, having lost oil through a badly fitting valve chest cover. Patten's Porsche, too, was in—for panel-beating already, and still bearing the dent caused by an irate farmer in the recent Rally of The Dams! At the Buxton control, only 180 miles from the start, G. K. Horner had to push his Magnette through the control on time, then hurriedly set about curing clutch troubles.

Weather so far had been good, but clouds blew up and by Harrogate the rain was falling steadily. A pause of 45 minutes was allowed here for a meal and to refuel—the next official (and likely, in view of the late hour) fuelling point was at Hawick, in Scotland, 177 miles on. Fisher's little Standard Ten met here the first of a succession of troubles which eventually put it out of the rally; the steering wheel, which had disintegrated, was replaced with one borrowed from a considerably older car—later the brake fluid boiled, the brakes on the right side wheels ceased working and the slow-running jet did the same . . . wisely, Fisher and his crew decided to call it a day.

Familiar to rally competitors—but none the less tricky—the route from Harrogate left the main roads and took to the hills; Blubberhouses, Kettlewell, Buckden (a route check), Hawes with its easily missed small turning to the left, and wild, misty and exceedingly windswept Buttertubs Pass. The time scheduled required



The winner, S. P. A. Freeman, received a photograph of the M.G. from Alderman F. T. Hussey, Mayor of Hastings

an average of only 26 m.p.h.—easy enough on the main road sections, but on a dark, wet night, driving at this speed through narrow roads in fog becomes very demanding. On the high hills these little roads have no banks, only grass verges; in attempts to overtake slower cars several took to the grass and slewed to a standstill. Neale's Austin-Healey was seen resting by the road-side, quietly boiling.

Another difficulty was the undulating nature of these roads. At one moment the suspension would be bottoming on the bump stops and, at the next, the wheels would be pawing the air, clear of the ground; the following car had, alternately, first a view of the roof of the car in front, then of the underside of the body.

By Brough the rain had stopped for the time being and the majority of competitors were on time. A few miles on, at Stanhope, there was the first of the special tests. On a steep hill approaching the town, the lights of which glittered in the valley below, cars had to stop at line A; they were timed from the moment they crossed line B, two yards on, until they crossed C, 60 yards on towards the foot of the hill, and after a sharp left-handed hairpin. This was carried out with engine idling and the gear box in neutral; cars had to stop before the front wheels crossed a fourth line, five yards from C. Apart from being a brake test, it also tested the drivers' courage in taking the hairpin at speed; many were the flashes from stop lights as drivers dabbed at the brakes when they need not. Times were generally nine seconds or more—mostly more—but D. O'M. Taylor's Triumph TR2 managed 8.2, which was excellent.

From Stanhope the route led through Blanchland and by further wild and desolate country through Hexham, Bellingham and Falstone to Hawick, the Northern extremity of the route. In this section, near Hexham, two Austin-Healeys, driven by J. E. McManus and B. E. Ross, were involved in an accident, McManus and his navigator being taken to hospital. McManus sensibly let "Jackie" Masters, secretary of the M.C.C., know that they were not seriously hurt.

By now the distance covered was somewhere around 430 miles—a day and the best part of a night on the road and the really little more than a third spent. From Hawick, second-class roads led southward through Newcastle—where K. Best

holed the sump of his Austin-Healey and plugged it with chewing gum, heather and wire—Kershope Bridge, Brampton and Kirkoswald to Penrith.

At Brampton the entry was whittled down further when the Pat Moss-Sheelaigh Cooper TF 1500 M.G. was involved with a stone wall. After crossing a small bridge the road turned sharply left; the M.G. slid outwards on the turn and into the wall on the outside of the corner.

Though the buckled front wheel was changed in the hope that they might be able to continue, it was found that the front suspension and the frame were deranged and the girls had to give up. One or two competitors decided to omit the northern loop by cutting across from Stanhope via Alston to Penrith; among these was A. H. Shinn's Sunbeam-Talbot 90.

First to reach Penrith (no penalty for early arrival here) was the team of three TF 1500 M.G.s driven by G. K. Hale, C. Shove and S. G. Cobban, drawing up in close formation in the square. Throughout the rally these cars maintained close station, leaving controls—where this was possible—at the departure time of the third car, so that they pulled out together. During the dark hours of the rally they would keep about 40 yards apart, the first and third cars well in to the left side of the road and the second slightly over towards the centre; by this means the entire road was well lit by their head lamps. At corners No. 2 would adjust his position so that his lights would serve their best purpose in lighting the corner. One efficient navigator was carried between the three and shifted from one car to another,



"Bob-a-job." On one of the gated roads near Llanrhaidr children seize the opportunity to make an honest penny by charging 3d per car for opening the gates

according to whose turn it was to lead.

When the Pat Moss M.G. struck the wall, all three stopped to give assistance. Only once were they separated when, at the Eppint test, the fuel pump on one car failed. The second remained to help connect the trouble (which was achieved by connecting the pump to a sidelight, the only available source of power), while the third carried on; all three were back in station by the end of the event.

After Penrith the route struck off westwards, making a loop from Keswick through Pottinscale, Stair, Seatoller and back again to Keswick before leading through the wild heights of Blea Tarn, Wrynose and Hard Knott Passes. The scene on Wrynose was impressive as the

lamps swept across huge, towering crags at the side of the road. On the initial, steep stretch of Hard Knott there was a timed acceleration test, taking in a tight left-hand corner half way through. Stross' Jaguar XK140 was exciting, wheels spinning and sending out volumes of smoke, though probably he would have been faster with slightly less throttle. Mrs. S. M. Horner's Ford Consul gave up with a burnt-out clutch and assumed the role of spectator, the occupants returning home—fortunately but a few miles away—and collected the car later.

The long, winding descent from Hard Knott's bleak heights into Boot took further toll of brake linings before the road led on to Broughton-in-Furness, Newby Bridge, Kendal and Sedburgh. It was more of a problem to maintain a high average speed now that the sun was up. By night there are always the lights of oncoming traffic to warn one but, in the early morning, there is the likelihood of the postman's van or the milk cart doing an early round. Near Sedburgh competitors rounded a corner to find the road entirely blocked by a milling flock of sheep.

At Keasden, on a high and windswept hilltop, there was a reversing test at a cross roads. Here again wheel spin cut down what should have been good times, and those who set about it gently were quickest. Watkins' Simca seemed averse to staying in reverse, despite repeated and noisy attempts to make it. McLaughlin's Austin-Healey and Dr. Spare's Morgan Plus Four were good, carrying out the manoeuvre in 16 sec, and Walker's big Mark VII Jaguar achieved 16.8 sec, an excellent time for so much car. And so on, southwards through the industrial areas of Waddington, Preston, Wigan and Warrington to the Chester control, by which some 20 of the original starters had retired for one reason or another.

Sunshine at Chester brightened the task of finding the control, which, although signposted, was not very easy to locate. Many cars took the wrong road and found themselves well on the way to Wrexham before the error was realized. Some drivers, becoming doubtful at the right moment, made their enquiries for the "Little Roodee" control and were rewarded with the information that it could not be missed because it was just down the road opposite the Big Roodee—directions which are intelligible only to the Chester resident.

Unlike most of Wales, Chester—just inside the English border—was seen in daylight, and although competitors were routed away from the city centre they



M.C.C. HASTINGS RALLY . . .

were able to catch glimpses of some of the historic structures.

By the river, the Little Roodee was equipped with an impressive amount of parking space and a good supply of food. Here competitors had time off to enjoy the facilities, as most of them were there early, making the most of regulations which did not penalize early arrival. Number 11, for example (R. B. Cade, Mark VII Jaguar), arrived at 11.45 a.m. although not due to restart until 1.44 p.m. This was also a time for "bonnets up," crew members busying themselves checking over cars and effecting minor adjustments.

From Chester the route proceeded through Wrexham and on via Ruabon and Llangollen to Bala, where there was another time control. On again then through Dinas Mawddwy to Bwlch-y-Groes for the next test. The route to "Bwlch," as it is so often designated by rally competitors, is narrow and winding, but straightforward. It was dark by the time the early arrivals appeared, but even this, and their tiredness, did not excuse some of the poor driving that was seen on this uphill exercise. The test took place this time on the approach to the top of the pass, and consisted of a standing start from one line to a second on the middle of a hairpin: competitors had to stop astride this second line before proceeding over the third, finish line.

The restart on the central line was the trouble-maker here. By the time the test began the weather had deteriorated into a steady drizzle, and the wet and rather loose surface added to the difficulty of the gradient. Some sports cars sat on the line with spinning wheels, having been given too much throttle, and some family saloon drivers managed to coax their mounts into action only after several tries. Many other drivers, careless because they were tired, stalled engines—sometimes twice or three times. A number of cars rolled back so far that their front wheels recrossed the line.

After this test competitors who had taken part in one of the similar events of the past expected fairly straightforward going on narrow, tortuous lanes. But they were in for a surprise. Although the regulations mentioned that there

The second of the Hastings tests: J. C. Harrison's Standard Vanguard estate car comes neatly to rest with the front wheels just over line C. The mass of thinner lines represent units of six inches each, on either side of the line



would be no "chassis breaking" sections, the tracks that followed Bwlch-y-Groes could certainly cause damage at least to springs.

Very steep in parts, one long section of the route was really rough, with loose rocks here and there, and deep gullies that could nearly take the wheels off a car that went too fast. To the right were drops worthy of the High Alps, and many a crew had a fright as their cars slewed about perilously close to the edge. As the subsequent control was reached some hard words were being thrown at the amused local marshals.

Throughout the night most cars proceeded without real difficulty, although the going was hard at times. But minor troubles were to be observed, including lack of fuel in the Ford Anglia of P. J. Anton. The crew remained philosophical, however, even though the car stopped a matter of yards from the top of pass.

Ultimately the cars reached Machynlleth, and were soon in procession over the mountains again through Dyffle (pron. Dulleve) and down again to Llanidloes. Here the going was better. Again the mixture of roads and tracks was reasonably smooth to the Elan Valley control and the Abergwesyn. By the time Garth was reached, drivers were more than a little tired, and judgment suffered accordingly in the Epynt test, which called for a series of straightforward acceleration and reversing manœuvres.

Driving became easier still as the cars headed through the darkness for the

PROVISIONAL RESULTS

Best performance (Trophy and £100 presented by The Autocar): M.G. 1.292 (S. P. A. Freeman), 15.75 marks lost, 21.50 above class average.

Second: Sunbeam 2.267 (A. G. Whatmough), 15.20 marks lost, 8.75 above class average.

Third: Hillman 1.390 (J. R. Robinson), 16.10 marks lost, 7.85 above class average.

Ladies' award: Morgan Plus Four 2.088 (Miss A. Paffrey), 18.17 marks lost.

Class awards

Production touring cars

Up to 1,000 c.c.: 1. Renault 700 (P. G. Cooper), 15.25 marks lost; 2. D.K.W. 896 (R. R. Lambert), 17.56; 3. Renault 747 (D. J. A. Smith), 17.87. **1,001 to 1,300:** 1. Ford Anglia 1.172 (J. Blackmore), 16.89; 2. Hillman 1.05 (D. J. Landau), 16.54; 3. Ford 1.172 (J. E. Islam), 18.21, 1.381 to 2.600: 1. Sunbeam-Talbot 2.267 (P. H. Brown), 16.49; 2. M.G. Magnette 1.991 (G. V. Howe), 17.17; 3. Frazer-Nash 1.911 (R. W. Williams), 17.47. **Over 2,600:** 1. Jaguar Mark VII 3.442 (R. B. Cade), 16.77; 2. Bentley 4.566 (A. J. Burton), 24.00; 3. Austin 2.623 (C. G. Wakefield), 28.43.

Grand touring and modified touring cars

Up to 1,000 c.c.: 1. Renault 700 (S. D. Silverthorne), 15.53; 2. Renault 748 (W. G. Cawsey), 15.67, 1.381 to 1.300: 1. Ford Prefect 1.172 (G. F. Walker), 16.09; 2. Ford 1.172 (P. Bolton), 16.25; 3. Austin 1.172 (J. Blackmore), 16.54. **Over 2,600:** 1. Porche 1.486 (E. J. K. Penfold), 15.82; 2. Riley 2.449 (P. H. Channon), 18.93; 3. Citroen 1.911 (G. E. Ronaldson), 20.97. **Over 3,000:** 1. Jaguar 3.442 (G. H. F. Parkes), 15.96; 2. Jaguar XK140 3.442 (L. S. Stroos), 16.96; 3. Aston Martin DB2-4 2.922 (Miss P. Burt), 25.75.

Production sports cars

Up to 1,000 c.c.: no finishers. 1.001 to 1.300: M.G. TC 1.250 (M. J. Reid), 58.91, 1.381 to 2.600: 1. Morgan Plus Four 1.991 (J. T. Spare), 13.46; 2. Morgan 1.991 (A. L. Yarranton), 13.46; 3. Morgan 1.991 (H. Morgan), 13.91. **Over 2,600:** 1. Austin-Healey 2.660 (A. E. Westbrook), 17.16; 2. Austin-Healey 2.660 (A. E. Westbrook), 18.14; 3. Jaguar XK120 3.442 (J. A. Walker), 18.14.

Competitor losing least number of penalty marks: Morgan Plus Four 1.991 (J. T. Spare), 13.35. **Team awards:** **Production touring cars:** Standard Vanguard 1.000 (A. L. Yarranton), 15.50; (J. E. Robinson) and M.G. Magnette 1.489 (G. V. Howe), 52.42 aggregate; **Grand touring and modified touring cars:** Ford Prefect 1.172 (J. F. Walker), 1.172 (P. Bolton) and Ford Anglia 1.172 (G. F. Walker), 1.172 (P. Bolton); **Sports cars:** M.G. TF 1.466 (C. Shore) and M.G. TF 1.466 (S. H. Cobban), 55.98 aggregate.

Starting controls awards: London: M.G. TF 1.466 (I. Mantle), 14.55. Kentish: Morgan 1.991 (A. L. Yarranton), 15.48. Taunton: Morgan Plus Four 1.991 (J. T. Spare), 13.46. Birmingham: Austin-Healey 2.660 (A. E. Westbrook), 17.16. Norwich: M.G. 1.292 (S. P. A. Freeman), 15.75. Glasgow: Hillman 1.390 (J. R. Robinson), 16.10. Manchester: Triumph TR2 1.991 (R. E. Jacoby), 14.20.

Ladies' starting controls awards: London: Aston Martin DB2-4 2.922 (Miss P. Burt), 25.75. Kentish: Morgan Plus Four 1.991 (J. T. Spare), 13.46. Taunton: no finishers. Cardiff: no entries. Norwich: Sunbeam 2.267 (Miss P. A. Ozanne), 12.80. Glasgow: no starters. Manchester: D.K.W. 896 (Mrs. A. Hell), 24.97.

Pre-war award: M.G. 1.292 (S. P. A. Freeman), 15.75.

Members' award (M.C.C. trophy): Morgan Plus Four 1.991 (J. T. Spare), 13.35.

English border, beyond which lay the finish. One incorrect direction on the route cards, and the rough road after Bwlch-y-Groes had caused some heartburning, but now the end was almost in sight.

After the exacting and tiring Welsh section the names on the route card became familiar, more easily pronounced and less outlandish . . . Cirencester . . . Marlborough . . . Stockbridge . . . Battle and Hastings. But as the route became less demanding it became increasingly difficult to remain awake. Intermittent patches of fog kept drivers on their toes while crews huddled in uncomfortable positions and slept; there was the possibility of secret route checks, so short cuts were out of the question. A little before 8 a.m. on the Saturday morning the first car pulled in to Hastings and embarked on the series of four tests that wound up the rally.

In normal circumstances these might have been easy enough, but after 48 hours on the road tiredness dulled the senses. Porter set out on the third test in his Jaguar, became hopelessly lost and emerged in the wrong direction, apologizing sleepily to his navigator that he could not remember the instructions. On the downhill braking test the Renwick-Cooper Magnette, after losing no marks until then, stopped on—instead of over-line C.

One or two crews had turned to and washed their cars before going through the tests; Nicholson's Wolseley Four-Four looked fit for a *concours*, as did Smith's Morris Minor. Silverthorne's little Renault turned up at Hastings and before it took part in the tests the crew fitted a new big-end—a gallant effort. In order to make certain he did not lose his way, Reg Harris had his navigator read the instructions as he conducted his Jaguar saloon round the pylons. Outstandingly good throughout these final tests were the Morgans driven by Peter Morgan, A. L. Yarranton and Dr. J. T. Spare.

So the rally ended—except for the party on Saturday evening at which competitors were the guests of the Mayor, and the prizegiving gathering on the Sunday morning. Freeman's win in the 1937 TA M.G. Midget against so much more modern and powerful machinery was excellent—and it is interesting that he chose the M.G. in preference to an XK Jaguar which he also owns. His win, therefore, of the cheque for £100 and trophy presented by *The Autocar* becomes all the more meritorious; needless to say, the prize for the best pre-war car also went to Freeman.

Further illustrations appear on pages 850 and 851



*From Bonnet
to Boot ...*

A SUPERB NEW CAR

The exhilarating



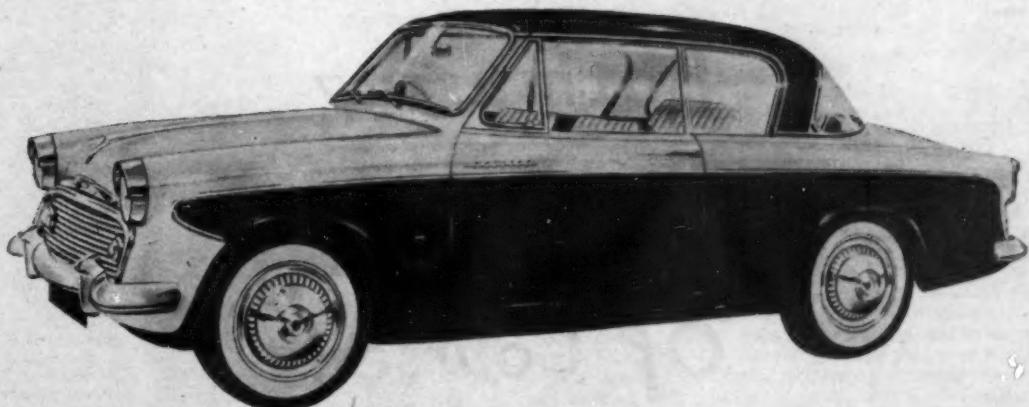
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Limpet-like road holding, flashing acceleration to around 90 m.p.h., overdrive on top and third gears, superb styling and comfort . . . From every angle this newest addition to a famous family of Rally Champions is the most exciting car for years.



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Of Course !

THE FIRST PETROL AND OIL ADDITIVE IN THE WORLD!

CRITIC at KELVIN

The 40th Scottish Show



FIRST glimpse of Glasgow is breathtaking—if you fly in on a wet night. Your Viscount tips a lazy wing and below you is a galaxy, a Milky Way of street lamps, blue, white and yellow, mapping Clydeside with intimate perfection. The river is black velvet except where the leading lights flash for the Clyde pilots as they bring in the big ships from the Western Ocean. Up past Dumbarton Rock, Babcock and Wilcox's and the Esso storage tanks. Up into the lusty city where the three- and four-storey tenements front the Dumbarton Road until they suddenly open out at the junction where Argyll Street and Sauchiehall Street form a wide fork. The Western Infirmary and Glasgow University stand back behind lawns on the left, and the Kelvin Hall sits stolidly at the street edge on the right.

It is an uncompromising building outwardly, of reddish stone blocks blackened by Clydeside smoke. Inside, it can give Earls Court a point or two. The high lantern roof permits daylight to help the ranks of hanging lamps illuminate the cars. The straightforward rectangles of the floor leave the visitor in no doubt as to where he is, whereas the Earls Court triangle was devised, it would seem, to spread confusion. And the accessory stands, which line the walls, can be visited logically in a single circuit and with unidirectional gaze. Earls Court galleries demand a double-faced Janus with a year's training behind him in the Hampton Court maze.

It is in the more helpful setting that the 40th Scottish Motor Exhibition is staged by the Scottish Motor Trade Association. For this is an agents' show, in which the stand sign of a manufacturer comes as a surprise; Daimler is an example this year. Since the war there have been three shows, held biennially, and from now on it is hoped that the Kelvin exhibition will be annual, if the Society of Motor Manufacturers and Traders approves.

The society will be foolish if it does not, for Scotland is a critical market. When Lord Strathclyde, who is Minister of State for Scotland, opened the Show on November 11, he touched on this aspect. "Whether we like it or not," he remarked, "Scotland must be a motor using country. The distance between our towns tends to be greater than else-

where in this island and our share of Britain's roads is a good deal higher than our share of Britain's population. For many of our rural communities in particular, the motor car and motor bus have consequently become a necessity."

Necessity mothers not only invention but also discrimination, and when the discriminating buyer comes from a nation



"Lamp hoods on the new Sunbeam Rapier."

of engineers, the seller is likely to become quickly aware of the consumer evaluation of his product. I would not say that the South of England buyer is lacking in discrimination, but I would say that his taste is far more frivolous than that of the Scot. He will buy for appearance, or because his wife wants to outsmart the Joneses; if you farm in Sutherland, visiting Glasgow twice a year and Edinburgh once for the Festival, you are likely to buy for more solid and—let's face it—more worthwhile reasons. For one thing, your motoring time will not be spent in a traffic queue, so you will be interested in more than acceleration, and you will travel a lot along narrow roads with blind corners round the hillsides, with corresponding interest in good visibility, steering and brakes. Service will interest you, too, and reliability will mean a lot. You will tend to go for quality.

Is it to be found in this year's cars at the Kelvin Hall? I think so. Perhaps it is significant that one of the first models seen as the visitor enters the hall is the new Armstrong Siddeley, tastefully set off by a wrought iron basket full of red and yellow carnations by Taggart's of Glasgow. This is the sort of car that Scotland appreciates. Rovers, too, appear in considerable numbers—on seven stands, in fact—and are shown exclusively by one firm, James Gibbon (Motors), Ltd., of Parliamentary Road, Glasgow. "Jimmy" Gibbon is well known in Scottish sport with his Rover Special. The Land-Rovers appear round on stand 97 in the commercial vehicle section (the Kelvin show includes commercials) and here again, you feel, is a vehicle appreciated in Scotland. The display indicates that your hunch is a good one—a Land-Rover is shown clambering over rock and heather, with a notice in front, "No Road—except for Land-Rover."

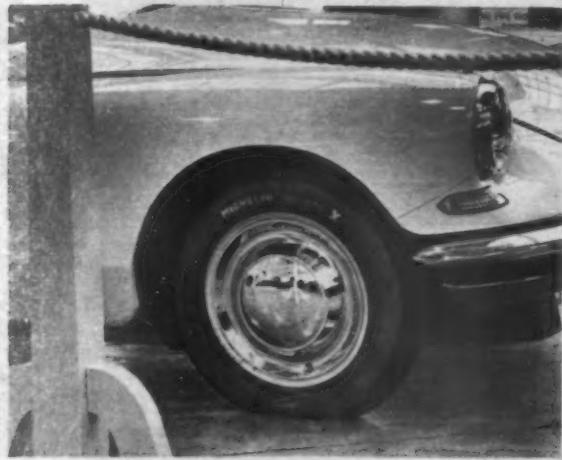
Some of those prospective buyers would, I feel sure, have been interested to scrutinize the Jaguars on Ritchie's of Glasgow's stand just before the show opened and while the



"Much more appealing than gold initials"

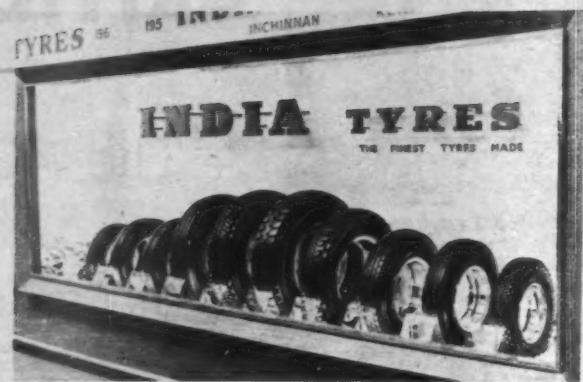


"The front of the new Vanguard is really very clean"

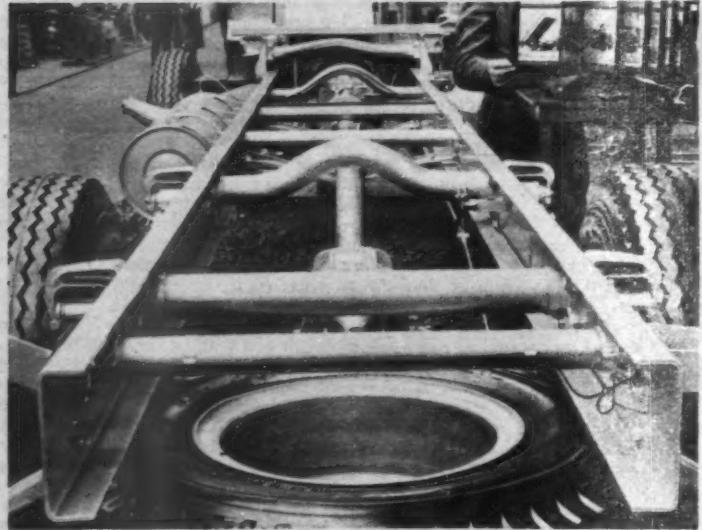


"Reminding one of the growing popularity"

CRITIC at KELVIN . . .



"Scotland's tyre manufacturers, India, have a fine static display"



"Two massive side members" (Below) "A warm beige for the hard top"



screen stickers were still in place. On both the Mark VII saloon in dark green, and the pearl grey XK140 drophead was the circular label "Passed for Dispatch"; but on the coupé also was an internal label in red addressed to Coventry Trading company drivers. It was refreshingly blunt: "If you are reported for exceeding 50 m.p.h. with this car your dismissal will inevitably follow."

I like that, and so would a customer planning to spend about £1,700 on this beautiful car.

Incidentally, the Jaguar flair for knowing what its public wants is shown by those black spots in the centre of the head lamp glass, containing the solitary letter J. Much more appealing than gold initials or a coronet on the door, transfer-applied.

The Scottish Show permits the study of the smaller details in a way that has become impossible in the crush at Earls Court. In fact, the London show visitor, exasperated by the throng, the TV cameras, the Distinguished Visitors and the camera "cheesecake" of the southern exhibition might well consider coming north and enjoying his showgoing in Glasgow. After a day or two he could carry on down the Dumbarton Road and take a run through the Highlands, along the side of Loch Lomond and through the Glen Falloch gap to Criarlarich. If the weather held he might catch the autumn tints alongside the loch, just to accentuate the joys of car ownership.

Points of interest certainly reward the Kelvin showgoer. The lamp hoods on the new Sunbeam Rapier are quite pronounced, and have a considerable effect on the smartly angular styling of the car from the dead side viewpoint. The front of the new Vanguard is really very clean indeed for this type of car, and the head lamps in this case are heavily rimmed but not hooded. Macharg, Rennie and Lindsay show a Vanguard in beige, the Eastern Motor Company of Edinburgh display one in green that is a little greener than olive and very attractive. The Rapier in honey beige and pearl grey shown by James Ross of Edinburgh is also very appealing—more so to the male taste, perhaps, than the yellow and black, cream and red, type of duo-toning that tends to be used on a car such as this.

Colours in general are well chosen. There isn't, in fact, a chromatic eyesore in the place. Westfield Autocar's M.G. Magnette, described rather baldly as blue, is really blue-grey—the kind of shade you get on certain parts of a wood-pigeon's plumage; it looks good. So does Gillespie's more orthodox red example. The 2.4 Jaguar appears in both stone and maroon, and the Mark 2 Aston Martin hard-top on the S.M.T. Sales and Service stand is maroon in the body and a warm beige for the hard-top. Eth, I reckon, would like it as well as would Ron.

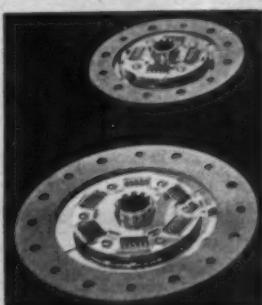
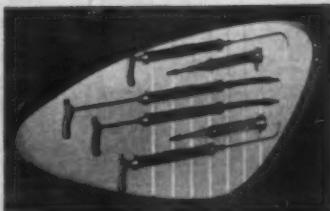
The surprise aspect of the Scottish show is well illustrated by this stand, for the other exhibits are three Vauxhalls, Cresta, Velox and Wyvern. You never know what you will come across next (as always, the show catalogue is used for post-visit reference and not stand exploration). Thus, on Cameron and Campbell's stand, a bit submerged by Vanguard, Volkswagen and a 2.4, is a lovely little metalescent green Aceca, looking as dainty as a spring leaf (dewy grass type, not half-elliptic).

I'm not sure that James H. Galt does not have the most mouth-watering list of exhibits for one stand: Alvis, Bristol, Citroen, Mercedes-Benz. The cars in question are the stone-coloured Gruber Alvis, as seen at Earls Court, a black 405 standing diffidently back like the unobtrusive beauty that it is, a stone-coloured DS19 (always with a horse-shoe of curious visitors round the open bonnet) and a blue 220A saloon Mercedes-Benz. The Citroen has lost its strangeness of appearance and rapidly grows on the observer. There is a yellow one, fenced off, on Gordon Macandrew's stand next door, the gold lettering on its Michelin X tyres reminding one of the growing popularity of these.

Special displays are infrequent at Scotland's Show—perhaps another indication of the "no nonsense" aspect of the market. There are several cutaway engines, of course—the 1½-litre M.G. unit on the Fife Motor Company stand is a good example—and the Hunter 75 chassis which was at Earls Court is displayed by Crowther's of Glasgow; it is the only display chassis. Nevertheless, if the motorist is interested in fine engineering, as represented by good chassis, he can stroll round into the commercial vehicle section, where he will find all his wants satisfied—not least by the Albion Clydesdale 9-ton chassis, Model FT101BYW. This superb monster has two massive side members, tubular cross-members, and no fewer than four universal joints on the way down to the twin back wheels. Albion are, of course, Scotland's only motor vehicle manufacturers, their factory being a mile or two down the road from the Kelvin Hall at South Street, Scotstoun.

If a first-class engine is desired for study, the same section of the show provides the Gardner 6HLW horizontally opposed diesel. This has a bore and stroke of 4½ by 6in, a capacity of 8.4 litres, and produces 112 b.h.p. at 1,700 r.p.m. I like to think of these slow-moving giants hauling the loads of industry across the country, but I am no lover of them in public service vehicles. After years of being shaken to the backbone by high compression, slow-revving diesels in British buses and coaches, it was a revelation to travel fairly extensively in petrol engine coaches with the British Motor Corporation party in South Africa last winter. They are Rolls-Royce by comparison, and it is a pity that we have taxed ourselves out of petrol-engined p.s.v.s.

Round the sides of Kelvin Hall the accessory salesmen lurk, their buttonhole badges gleaming with anticipation of the customer, their stalls gay with motoring bargains or ingenious displays. Most admiration must be accorded to the Trico-Folberth salesman, who sat at a desk writing while all about him wipers lashed to and fro, winking indicators occulted and lights glowed. It was a sort of commercial version of Kipling's "If," causing one to raise the hat respectfully and pass on. By contrast, Scotland's tyre manufacturers, India, have a fine static display—the complete range



KELVIN
PATTERN

CRITIC at KELVIN . . .

of the company's tyres, graded for size, framed in mahogany. This year your critic discovered the secret of Karobes tartan success. Karobes come from Leamington, the heart of English England, but they boldly display tartans in Scotland's Glasgow, with no fear that they should get their patterns wrong. The answer is that they get the tartans from Scotland and then sell them back to the Scots again, which is canny if you like. Anyway, the Ancient Buchanan tartan is one of the gayest and most popular, they find; they were the first firm to offer tartans as seat covers. There is a lovely barbarity about the weaves.

Kladwell of Glasgow are similarly enterprising. They show zebra and jaguar-skin rugs with tartan backing. The jaguar pattern is well established, but the zebra dates from opening day at Earls Court this year, when Lady Docker's true zebra-skin seats were first seen. Kladwell's saw Lady Docker that same evening and the factory workers in Glasgow worked all night on a copy pattern. The result was flown down to London Airport by the Clansman service on the Thursday morning and was on show by 11 a.m. It sold well and it deserved to. These rugs are very warm (the "skin" is a cotton-fur fabric) and cost £8 apiece; 14 tartans are available.

This is a businesslike show, and if I were a car manufacturer I would be very interested in the results. Scotland now approximates more closely to markets elsewhere in the world than does the overcrowded territory south of the Border, and what goes down well in Caithness is likely to

"Zebra and jaguar-skin."



"Ancient Buchanan is one of the gayest"

go down better in West Africa than the car that pleases in Piccadilly. The figures give some indication of the differences, and bear out Lord Strathclyde's remarks. England had 2,729,676 cars in 1954, 20 to the mile of road; Scotland had 226,655, eight to the road mile. As a whole, there were 15 persons per car in England, 23 per car in Scotland, but those figures tend to obscure rather than illuminate. One needs to go into more detail to see how important motoring is in Scotland: Sutherland has 12 persons per car, Orkneys 11, Caithness 15, Kirkcudbright 10 and Wigtown 12. These are the open spaces, Glasgow pulling the figure up with 43 persons per car; Edinburgh, on the wealthier side, has 22. England's greatest city has 16 persons per car.

Why, in fairly prosperous times for Clydeside, has Glasgow so few cars? I do not know, unless it be the content of the Clydesider for his river and his city; besides, Loch Lomond is only a stone's throw away. Yet Glasgow, these days, must be a market capable of considerable expansion.

If you except the tartans, there is little of the traditional air about Scotland's Show, a fact which disappoints the visitor from over the Border. He may joke about thistles and haggis, but he secretly wishes that English tradition were as strong. Where the kilt arouses admiration the strap-bound legs of the Morris dancer merely embarrass. There isn't a thistle in Kelvin Hall, and the blue and cream stand "banners" are as English as a choirboy's surplice, newly laundered. Come along, Scotland; where are those rampant lions, those dirks and sporrans? If you are not careful, your critic will come up by train next year, bringing with him the Dagenham Girl Pipers. Tourists expect national costumes and colour, even if they prefer not to have their publicity literature in Lallans. And the tourist industry, an essential to Highland wellbeing, is also essentially a motoring industry.

MICHAEL BROWN.

SHOW CLOSES

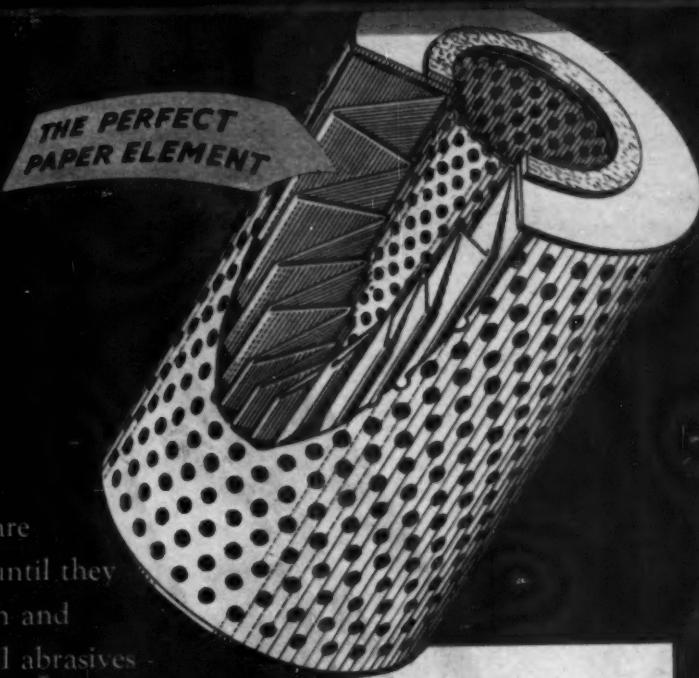
November 19



ABRASIVES - friend or foe?

Vital bearing surfaces are produced by grinding until they have the requisite finish and accuracy. After that, all abrasives that find their way into the engine oil are enemies, ready to cut into every working part, ready to wear it out long before its time.

The Purolator 'Micronic' filter, with its element of enormous area, arrests the harmful particles and vastly prolongs the life of the engine. But in time it will get clogged with the impurities it has collected—so don't forget to renew it when necessary so as to carry on the good work.



Is YOUR car here?

If so, it may have a
Purolator oil filter:

ARMSTRONG SIDDELEY Sapphire

ASTON MARTIN D.B. Series

AUSTIN A-30 Seven, A-40 Devon
Dorset, Somerset
Sports, Countryman
A-40 & A-50 Cambridge
A-70 Hereford and
Hampshire
A-90 Atlantic

FORD Zephyr, Consul, Zodiac

LAGONDA 3-litre

M.G. TD, TF, Magnette

MORGAN Plus 4

MORRIS Minor Series I and II
Oxford Series I and II
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STANDARD Eight, Ten
Vanguard Series I and II
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TRIUMPH Renown, TR-2 Sports

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When you change the oil, replace the

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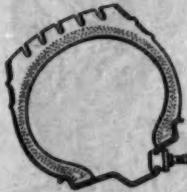
the tyre that "shod"
the car on a RAC-observed
round trip of 1,230 miles
despite nails previously
and purposely driven into
both the offside rear and
nearside front tyres. This
testing journey was completed
with no loss of air pressure.

DUNLOP
TUBELESS

HERE ARE SOME FACTS ABOUT DUNLOP TUBELESS

DESIGNED, tested and proved to give virtual freedom from puncture delays, constructed to reduce risk of bursts or damage through impact or under-inflation to the absolute minimum, Dunlop Tubeless are also easy to fit and maintain. Any garage can put them on for you and a simple repair kit is available for sealing small penetrations at a time convenient to you... without taking the tyre off.

Easy to fit and maintain



No inner tube. The air retaining liner is part of the cover.



This rubber sealed valve goes into the valve hole in the rim, as illustrated above.

1 Fitting Dunlop Tubeless is quite a simple operation. Your garage will do it or you can put them on yourself. Full instructions are provided when you buy the tyres and, incidentally, tyre pressures are exactly the same as for the normal cover and tube.

2 They can be fitted to all car wheels of 16" diameter and downward, with the exception of the wire type. You are under no obligation to purchase a full set: Dunlop Tubeless can be obtained one by one, if need be.

3 As regards cost, you pay no more for Dunlop Tubeless than the combined price of a cover and tube. Moreover, they can be remoulded when the time comes. Dunlop remould service is available through your normal tyre supplier.

4 As to maintenance, expect little or no trouble. Puncture delays and roadside wheel-changing are almost things of the past; bursts practically impossible; even the need for "topping up" with air is far less frequent.

5 If the tyre is pierced by a nail, the inner lining and the casing "cling" round it and prevent a deflation. You simply leave the nail in and drive on, without risk of serious air loss.

6 It is necessary however to examine the tyre every 2,000 to 3,000 miles, and to withdraw nails or similar objects at a time when loss of air will cause least inconvenience. For the repair of these small holes the Dunlop "Reddiplug" Outfit is recommended.



The Dunlop "Reddiplug" repair outfit is also available for your use.



To repair holes, insert rubber plug from the outside, nip off to within $\frac{1}{8}$ " of tyre surface.

If you require further confirmation of the efficiency of Dunlop Tubeless and their advantages to you, ask your garage for printed details, or write direct to the Dunlop Rubber Co. Ltd., Fort Dunlop, Erdington, Birmingham, 24.

**for miles more miles
of trouble-free motoring**

Wherever you go...

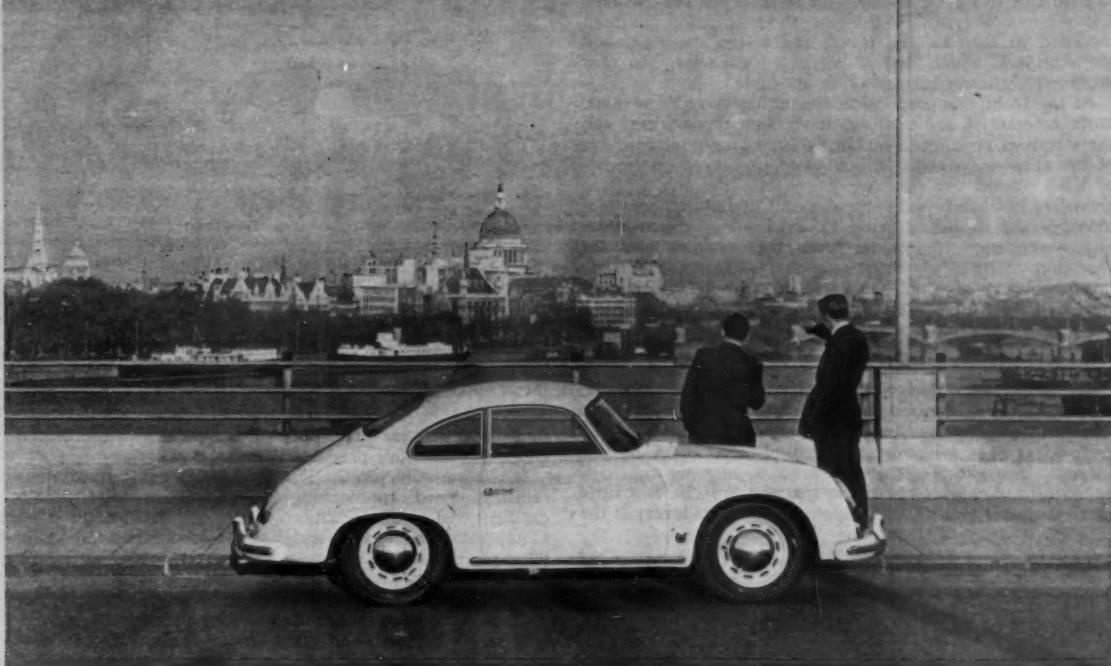


Player's
Please

IT'S THE TOBACCO THAT COUNTS

[MOC 886]

CONTINENTAL EXPRESS



Porsche 1600 on the Road : Wide Choice of Engines and Body Styles for 1956

WHEREAS most British makers have preferred to persist with conventional designs which have stood the test of time, the attitude on the European continent has usually been in direct contrast, the Continental designers concentrating on projects for the future rather than redecorations of the past. In this they are supported by a buying public ready and willing to give the fruits of their labours a trial, even if this sometimes means enduring a few imperfections on the early models. Examples of the German designers' enterprise and foresight were much in evidence at the recent Earls Court Show, where they exhib-

bited cars with fuel injection, o.h.v. V-eight engines of moderate capacity, three-cylinder two-strokes, air cooling, and automatic transmission on a car of medium size.

The many virtues of the Porsche, when introduced several years ago as a sporting development of the Volkswagen, were offset by one or two vices; but the engineers responsible were clearly convinced that they were on the right track and persisted doggedly with their efforts to make it good. Thus we find the 1956 Porsche almost in a class by itself for the combination it offers of high cruising and maximum speeds without mechanical fuss, coupled with real economy in fuel consumption and, for a sporting vehicle, excellent comfort for two. It has better detail finish than many in relation to its basic price, remembering that in Germany it sells for a much more modest figure than over here, the German having to pay no import duty or purchase tax.

Its extremely low build, sporting appearance and long list of competition successes may deter the more conservative from giving it much consideration; in fact, it is an entirely practical vehicle for everyday use, although clearly far more suited to long-distance motoring than to town work—and it is inevitably less easy to enter or leave than a more conventional machine. The new car is unchanged in general form from its predecessor, but several outward and inward improvements have materially increased its attraction.

There is a new panoramic windscreen, the extremities of which are wrapped round through ninety degrees. This replaces the one-piece V-screen of the old 1500, and, in conjunction with the very narrow pillars, provides exceptional visibility to the front and sides without any of the previous slight distortion. The wheels have been reduced



A remarkably small frontal area has contributed towards the Spyder's competition successes

CONTINENTAL EXPRESS . . .

in diameter to fifteen inches, and have wider rims to take a larger-section tyre. At the rear, the suspension has been modified to increase the travel and soften the ride, and the dampers, which are of increased capacity, are now mounted vertically instead of at an angle.

At the front, the suspension mountings have been made more substantial, the dampers have been repositioned and the stabilizer redesigned and stiffened. The outer bearings of the suspension arms, which were supported on bushes of hard plastic, are now needle rollers, and the steering geometry has been modified. A small hydraulic damper is incorporated in the steering to eliminate over-sensitivity and a tendency to wander from the straight, and the precision of the new steering, together with the suspension improvements, have put the Porsche into a very high class for handling qualities. It is, in fact, only upon sampling the new version that one fully appreciates the shortcomings of its predecessor, so marked is the difference.

An increase in the cylinder bore of the touring models from 80 to 82.5 mm has raised the swept volume to 1,582 c.c., the stroke remaining the same at 74 mm. The output of the standard engine, which powers the hard top coupé, has been raised by 5 to a total of 60 b.h.p. by this means. The effect of this has been to improve the low-speed torque characteristics, so that the Porsche is a little more tractable and less dependent on the gear lever; at the



The best of both worlds is offered by the convertible, which can be fitted with engines of from 60 to 100 b.h.p.

same time it possesses an increased ability to maintain speed on its very high top gear when confronted with a long gradient. The ultimate maximum has probably not increased much, although it may perhaps now attain the magic 100 m.p.h. on the level if given a good run. The car tried was too new to give of its best, or in fact to be driven to the limit; this newness may also account for the impression that it lacked a little of the mechanical refinement of its predecessor. Further, a Porsche representative at the recent Earls Court Show told us that the engine mountings for the 1600 have been changed, and that those on the



The unusual lines of the Porsche attracted this motor cycle patrolman

semi-prototype car submitted were of a harder rubber than will be used in full production cars.

It is permissible on the Porsche to maintain a continuous cruising speed approaching its maximum; thus, where gradient and traffic conditions allow, one can burble along Continental highways with the speedometer showing 90 m.p.h. for mile after mile, with an engine of little over 1½ litres capacity. The fuel consumption is often in the middle thirties, and is unlikely to fall below 30 m.p.g. when the car is being pressed. The engine displays no sign of being over-stressed, and gives an impression of durability and fitness-for-purpose; to drive a Porsche is to experience a new form of motoring, so refreshingly different is it from the usual run of vehicles.

It is no secret that hitherto the proper control of a Porsche, to get the best out of it, has been an acquired art which some drivers have never quite mastered. The new car not only provides a softer and more level ride but it gives the newcomer to rear-engined motoring immediate confidence in his task, transmitting little trace of that over-steer tendency which some find so disconcerting. The 1600 can be flung fast into quite acute corners, secure in the knowledge that it will now play no tricks, and will recover quickly and without awkward reactions.

The brakes, although extremely powerful and free of most vices, exhibited a tendency to vibrate the front of the car when applied moderately hard from a high speed; this tendency is a legacy from the old car and, although it does not become unpleasant or affect stopping-power, nevertheless it can be detected by the occupants. With really hard applications this vibration seems to disappear.

One of the major delights of the Porsche is the special all-synchromesh gear box, which is light, quick and crash-proof, and is spoilt only by the rather long lever movement from one position to another. The ratios are nicely chosen, and the gears are quiet, except that one can sometimes hear them on the overrun, or when revving the engine to change down. The very compact transmission layout of the car, which, of course, does not include a propeller-shaft, has not the "spring" and elasticity of the conventional type; thus it is advisable not to run it below about 1,500 r.p.m. in the upper ratios or slight snatch occurs.

Considerable thought has obviously been devoted to the interior *décor*, a pleasing new head lining in plastic material at once catching the eye. A sorbo-lined crash-pad, covered in the same material as the seats, extends across and above the dashboard, the round instruments having lost their individual hoods as a consequence, and the instrument panel is plainer and neater than the one it replaces. The handbrake is now of the pull-and-twist type, and the starter motor is brought into action by turning the ignition key.

Despite the very low build, it is still possible to enter the Porsche without removing one's headgear





A study in antitheses: the Porsche would not make a good taxi, but the taxi could not cruise at 90 m.p.h.

The heating and demisting system is fed from the cooling fan of the rear-mounted engine, and is not only extremely effective but also completely silent. The rear quarter windows are hinged vertically and open outwards to provide additional ventilation. Fore and aft adjustment is provided for the individual front seats, and the angle of each backrest also can be adjusted over a wide range to the almost horizontal, enabling the passenger or co-driver to sleep comfortably during long journeys or rallies. There is additional space for two children or one cramped adult behind these seats. The fuel capacity of nearly $11\frac{1}{2}$ gallons gives a usable range of comfortably over 300 miles, and there is a reserve tap, which can be operated from the driving seat, to control the last gallon.

The direction signals are now self-cancelling, and water for the screen washers is stored in a flexible plastic bag—which cannot burst if it freezes—under the front “bonnet,” where the Porsche owner keeps his luggage. There is now a full-circle horn-ring above the steering wheel, and depression of the button in the wheel centre flashes the head lights for signalling purposes.

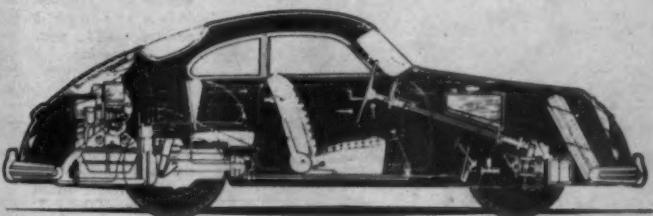
One can now learn to drive a Porsche in progressive steps, for the engine can be obtained in various stages of tune. The standard engine, as has been stated, develops 60 b.h.p. at 4,500 r.p.m.; the Super, with a compression ratio of 8.5 to 1, as compared with the standard 7.5 to 1, produces 75 b.h.p. at 5,000 r.p.m.; and the Grand Sport, a 1,498 c.c. unit (85 by 66 mm) with twin overhead camshaft cylinder heads, roller bearing crankshaft and a compression ratio of 8.7 to 1, produces 100 b.h.p. at 6,200 r.p.m. This is the form in which it appears in the Carrera saloon.

For those with really energetic competition in mind, there is the highly tuned version, the type RS engine, which is that fitted to the Spyder sports 2-seater. This has a compression ratio of 9.5 to 1 and develops 110 b.h.p. at 6,200

Engine components requiring minor routine maintenance are accessible, and the engine compartment keeps remarkably clean

r.p.m., maximum permitted revs in this case being no fewer than 7,000. The Spyder differs from the other models in that it has the engine ahead of the axle and gear box behind, the spare wheel being placed in the tail, over the gear box. It has a claimed maximum speed of 140 m.p.h.

The twin o.h.c. engine has dry-sump lubrication, which

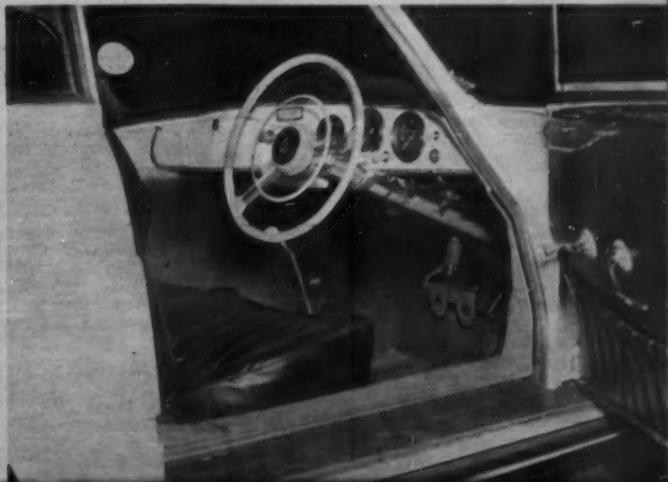


The unorthodox distribution of the Porsche's main components is clearly seen in this cut-away diagram

involves installation differences compared with the wet-sump standard engine; all the new models will, however, accept this unit if required, so that it is now possible to specify any of the several engine types referred to above when ordering a Porsche.

The body styles offered are the hard top coupé, which is called the Standard, the Super or the Carrera, according to which engine is fitted; the convertible cabriolet, the Speedster, which has a detachable hood and racing-type bucket seats; and the Spyder, which is designed especially for use in competition.

The new dashboard has clear, round instruments beneath a sorbothane-lined crash-pod. There is a grab handle for the passenger



Rallying to Hastings

Full story on pages 840-842

Left: Early morning on the summit of Hard Knott, with the road down to Boot winding away in the distance. T. C. Odhams, co-driver in R. W. Cookson's 220 Mercedes-Benz, gets out of the car to stretch his legs

Below: The beginning of the Welsh section: D. R. Milton's Ford Zephyr passing through Llangollen during Friday morning, the second full day's motoring



Left: Follow-the-leader through the tricky Welsh section. Mrs. J. Fraser's Sunbeam leads D. R. Rawson's Hillman Minx through a narrow road near Glynderog

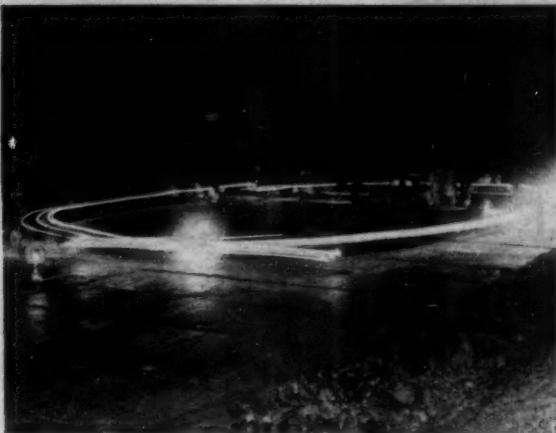


Below: Winter has progressed farther in the north than in the southern counties. D. M. Williams' Aston Martin leads Dr. J. T. Spare's very successful Morgan along a stretch of comparatively good road near Newby Bridge





The cold light of a damp dawn near Llanrhaidr, with Dr. Spore's Morgan nosing its way past some spectators' cars



The pattern of the Epynt reversing test; D. O'M. Taylor's Triumph TR2 marks its route through the test by means of the head and tail lamps; the car is just visible on the extreme left of the picture

Below: Peter Morgan takes his Morgan Plus Four through one of the tests on Hastings promenade in bright sunshine on the Saturday morning, watched by crowds of spectators



A. P. Grant's Porsche passes through a weekday Chester on its way down to the Welsh section on the Friday morning. It is interesting that the old clock registers 12.23 p.m.—exactly one hour before the Porsche was due through Chester. The speed required on the road section to date, therefore, had not been too demanding!





The Bedford Utilecon has sliding doors for driver and passengers. Orthodox type doors at the rear open on the luggage space

EMPHASIS ON SPACE

Special Designs Provide Seats for Up to Twelve Passengers

FOLLOWING the review of dual purpose cars which appeared in last week's issue, other somewhat similar vehicles of immediate interest to the British market, which do not conform entirely to the usual conception of an estate car, are now considered. Such vehicles are more specialized, and the optimum in carrying capacity for passengers or baggage or both is the object. Accordingly other qualities, when the normal saloon car is used for comparison, have to be sacrificed to some extent.

The appearance approaches more closely to that of the commercial vehicle, although it is not necessarily the worse for that, as the pleasingly functional shape of some examples will testify. The driver and front passenger are placed farther forward than usual in order to provide the maximum body space behind them and, therefore, to obtain the required leg room, the seating position is raised. Consequently, the roof line is also high, and although this provides still greater space in the body, it is bound to result in a raised centre of gravity and large frontal area; both are factors limiting overall road performance.

Fuel economy is an important factor—delivery van versions are offered on the same chassis—and therefore an engine of small capacity, with suitable gearing for the loads carried, is often employed in these special models.



Fitness for purpose is expressed by the appearance of the Land-Rover station wagon, which has a large ground clearance for cross country work

Among such vehicles, the Bedford Utilecon, with body by Martin Walter, Ltd., is already well known. This is a seven-seater mounted on the 1½-litre van chassis which has independent front wheel suspension and an orthodox cruciform braced frame. The passenger seats may be folded and stowed so as to provide a large flat floor for luggage. In the same range is the Dormobile, which is described as a light bus. While externally the same as the Utilecon, seating for ten is available or, alternatively, the rear passenger seats can be re-arranged to form two single beds, or a double bed when brought together. Another version on the same chassis—the Utilabreak—has accommodation for twelve, and as the seats are not detachable, purchase tax is avoided. For all models the wheelbase is only 7ft 6in and the turning circle 35ft, so that these are very compact and manoeuvrable.

The rear passengers sit sideways in the Land-Rover station wagon, which has full three abreast accommodation in front



On Continental roads, and to a growing extent on our own, are to be seen smooth little vehicles whose generic name is admirably descriptive—the Micro-bus. There is a variety of models offered by Volkswagen, and all use the basic mechanical units of the normal car.

The flat, four-cylinder, air-cooled engine is mounted at the extreme rear of the chassis, and therefore it is possible to position the driver and front-seat passengers immediately above the front wheels. The maximum amount of space for passenger accommodation has been obtained in this way; the baggage locker is above the engine, the spare wheel being strapped to a shelf within the engine compartment. The rear engine position enables a low, flat floor to be provided which is reflected in a moderate overall height.

A lively performance is provided in a machine which gives outstanding visibility to the passengers by virtue of a roof with observation panels and a centre section which may be folded back, in addition to the generous side window.



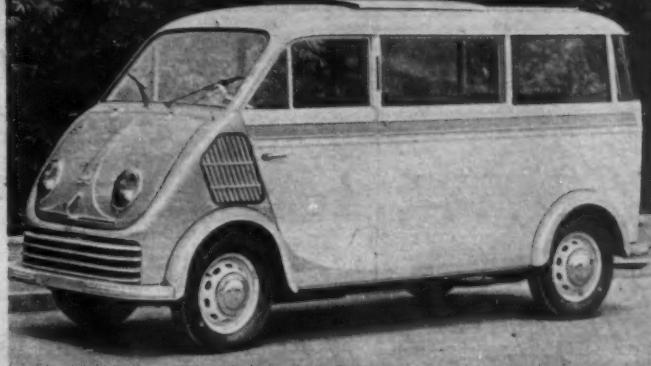
Bench type seats for eight, and exceptional visibility, are features of the Volkswagen Micro-bus de luxe. The seats are very easy of access

A different approach, which produces a somewhat similar result, is to be seen in the D.K.W., where the very compact two-cylinder-in-line two stroke engine is mounted ahead of the front wheels, to which the drive is transmitted. This does not allow the driver to sit quite so far forward as in the Volkswagen, but it has the advantage of permitting rear loading at a comfortable height.

Two of the versions on this chassis are the eight seater and the Combi, the latter seating seven but having rear passenger seats which can be removed to provide a flat platform for baggage.

An important feature of vehicles with a forward driving position apart from the excellent visibility obtained, is that it is easier to maintain the correct weight distribution between front and rear wheels. The loading space is farther forward and the possibility of overloading at the rear is reduced.

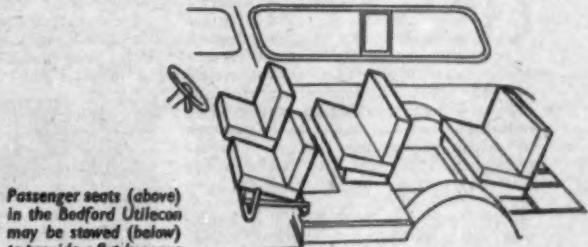
The versatility of the Land-Rover is renowned, and its go-anywhere character makes it indeed a cross country vehicle. Drive to the rear wheels only is used on normal roads, but



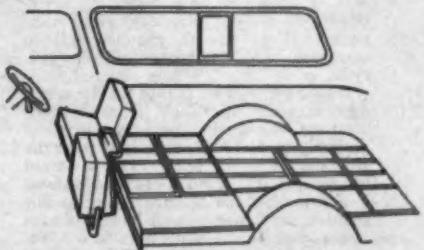
It is difficult to realize from casual inspection that the D.K.W. 8-seater has the engine at the front, forward of the wheels

four-wheel drive may be engaged for really rough going. The station wagon body on this chassis has seating for eight, and ten on the long wheelbase version, the rear passenger seats folding against the body sides to leave a baggage platform when required.

The possibility of converting a van into a private car of the utility type has not gone unnoticed. It appears simple enough to purchase such a goods vehicle—for which purchase tax is payable on the chassis only—and endow it with side windows and extra seats. Those who contemplate such a move would be well advised to approach the nearest Customs office before proceeding, for they may find themselves liable for purchase tax at the full rate on their conversion.



Passenger seats (above) in the Bedford Utilicar may be stowed (below) to provide a flat luggage platform



Make	No. of cyls.	Engine capacity c.c.	Max. seating capacity	Overall length ft ins	Overall width ft in	Overall height (unladen) ft in	Max. Baggage space			Weight dry approx. cwt	Max. laden weight approx. cwt	U.K. List Price £ s d	U.K. Total Price incl. P.T. £ s d
							Length ft in	Width ft in	Height ft in				
Bedford Utilicar	4	1,507	7	12 10	5 10	6 3	7 0	4 11	3 7	22	34 <i>½</i>	523 18 0	787 4 0
Bedford Utilibrake	4	1,507	12	12 10	5 10	6 3	—	—	—	22	34 <i>½</i>	545 0 0	945 0 0
D.K.W. 8-seater ...	2	792	8	13 9	5 6	6 8	—	4 6	5 0	24 <i>½</i>	37	On application	
Borgward Express Microbus ...	2	680	12	15 0	5 9 <i>½</i>	6 1	—	—	—	15 <i>½</i>	34 <i>½</i>	888 17 8	888 17 8
Land-Rover S.W. ...	4	1,997	8	11 8 <i>½</i>	5 2 <i>½</i>	6 4	3 10	3 5	4 0	26 <i>½</i>	—	645 0 0	968 17 0
Land-Rover S.W. (L.w.b.) ...	4	1,997	10	13 5 <i>½</i>	5 2 <i>½</i>	6 4	3 7	3 8	14 0	29 <i>½</i>	—	750 0 0	1,126 7 0
Volkswagen Microbus ...	4	1,192	8	13 10	5 9	6 4 <i>½</i>	6 7	4 11	4 5	20 <i>½</i>	34	900 0 0	1,351 7 0
												De Lorean Standard	705 0 0 1,058 17 0



NEW CARS DESCRIBED

1956 PONTIACS HAVE LATEST TRANSMISSION

GENERAL MOTORS of America have selected the 1956 Pontiacs as the first cars of their range to embody the newest version of the Hydra-Matic transmission. This, as forecast by our Detroit correspondent in August, utilizes a fluid coupling in which oil is pumped in and out of the torus chamber to accomplish engagement and disengagement, replacing a friction clutch and thus smoothing out gear changing—always inclined to be lumpy in the Hydra-Matic type of automatic transmission, owing to the employment of a fluid coupling, as opposed to a torque converter, with a planetary gear box. Moreover, freewheels also are introduced as an additional aid to smooth changes and to eliminate band adjustments in the epicyclic gears.

Bigger capacity oil pumps for the transmission contribute their share towards silencing, though their primary purpose is probably to deal with extra heat from the secondary fluid coupling. The quadrant for the new transmission has an additional P position for the selector lever; in this position the transmission is locked. Ratios of the latest Hydra-Matic are: first 3.966, second 2.553, third 1.553 and fourth 1 to 1; reverse is 4.306 to 1.

Otherwise the new Pontiacs have what might be described as this year's standard U.S. improvements—a little more power, a little more length, a little higher com-

pression and a wider range of body styles.

Increased power is gained by boring out the V-eight engine from 3.75in to 3.94in (100 mm); the stroke remains at 3.25in (82.6 mm). Capacity is increased

tops in each series; additionally, each series will have a Catalina two-door hard top. A feature of the Catalinas is the pillarless construction. Included in the structure of the Catalinas are wide-based



Two-tone colouring of the Pontiacs is originally applied, though the apex of the front wings is a little unhappy. Frontal chromium is heavy. This is the 870 four-door saloon

thereby to 316.6 cu in (5,188 c.c.) and output with double-choke carburettor becomes 205 b.h.p. at 4,600 r.p.m., with maximum torque of 294 lb ft at 2,600 r.p.m. With four-choke carburettor these figures increase to 227 b.h.p. at 4,800 r.p.m. and 312 lb ft at 3,000 r.p.m.

Compression ratio has gone up from 8.1 to 8.9 to 1, and breathing has been improved by enlarging the carburettor throat and the intake manifold, and by redesigning the exhaust system with the introduction of dual pipes. A high-lift camshaft also helps the power output, while the valve heads are aluminium coated to reduce deposits. The block of the V-eight has been strengthened to cope with the increased power.

Pontiac bodies come in three series—the Star Chief, 870, and 860 models, and for the first time there are four-door hard

box section uprights upon which the rear doors of the four-door models hinge. Rear side windows wind up and forward to give sealing between the window glasses.

There are fifteen new body styles all told, a little over two inches longer than previously at 17ft 1.6in and 17ft 8.6in, but the wheelbase is unchanged at 10ft 2in and 10ft 4in. The bodies come in 57 new colour combinations—a significant number in American contexts!

Styling is typical contemporary U.S.A., with oddities in the form of the "Silver Streak" running fore and aft across the bonnet top and down to the tail lights, and dummy air intakes above the protruding head lamp surrounds; Pontiac lamps have no hoods. The conservative British motorist, studying this latest offering for his transatlantic contemporary, notes the terminology: Joe Q Public, if he buys a Pontiac in 1956, will enjoy a Stratoflight V-eight engine driving through a Stratoflight Hydra-Matic transmission. It is to be hoped that his pilot's licence is current.



Tail end of the latest Star Chief Pontiac. The "Silver Streak" end at the rear lights and the exhaust outlets are moulded in the bumper

Vauxhall value...

greater than ever for 1956



WYVERN: £510 plus £256.7.0 PT

VELOX: £560 plus £281.7.0 PT

CRESTA: £620 plus £311.7.0 PT

NEW FEATURES...NEW STYLING...NEW COLOURS...

Take a good look at the good looks of the new Vauxhalls. The wide-view panoramic rear window and the slimmer wind-screen pillars are new. New too are the glossier finishes—in a wider-than-ever range of single colours, plus, on the Cresta, distinctive duotones alternated to give a three-colour effect. (See illustration.)

Other 1956 features include tubeless tyres, new and better brakes, new door-locks and window-winding mechanism, nylon upholstery options on some models, and many

touches of refinement and detail.

With all these extra features, Vauxhall value is greater than ever. Room for six and all their luggage. Outstanding performance with good economy in the 6-cylinder Velox and Cresta. Outstanding economy with quite surprising performance in the 4-cylinder Wyvern. Four-figure engineering at three-figure prices—purchase tax included!

Your local Vauxhall dealer will be glad to show you the new models and to explain the delivery position.



Even in frost and snow
you start easily with
BP Special Energol in
the sump. It saves your
battery and reduces wear.

Summer starting all through the winter

AND 80% LESS ENGINE WEAR

with BP Special Energol 'Visco-static' Motor Oil

YOU KNOW what starting your engine is like on a warm summer morning. Just press the button and away she goes. Running easily, freely, ready to bound ahead at the touch of the throttle. This is because the engine oil is so much thinner in summer than in winter.

Now you can have this kind of starting all through the winter. All you need to do is change to BP Special Energol 'Visco-static' motor oil. This all-the-year-round oil is extra thin when cold yet it has ample body when hot to protect your engine under all conditions.

You get adequate oil circulation from the moment your engine starts even in hard frost. This cuts out the main cause of cylinder bore and piston ring wear. As a result you reduce wear on bores and piston rings by 80%.

BP Special Energol saves petrol too by reducing oil drag in your engine. In start and stop running savings

can be up to 12%. In normal running you can save up to 5%.

Add up the benefits — easier starting, much less wear and saving in petrol. A change to BP Special Energol will transform your winter motoring. Decide to change now. But it must be a complete change. First have the engine drained and refilled, then run 500 miles and change again. After that revert to the normal oil change periods for your engine.

Do not use BP Special Energol if your engine is worn and in need of an overhaul. For such cars the suitable grade of normal BP Energol is the best choice.

BP Special Energol is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.

BP Special Energol 'Visco-static' has already been tested and approved by most British Car Manufacturers.



SPECIAL ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited

NEWS AND VIEWS

Cheaper Hunter

CHEAPEST of the three Singer models—the Hunter "S"—has been reduced in price by £19 from £631 to £612; the new price with tax is £919 7s., a reduction of £28 10s. Prices of the Hunter and the Hunter "75" remain unchanged.

German Cars for the East

THE construction of assembly plants in India and Indonesia is being planned by the Mercedes Company of Stuttgart. An assembly plant is also likely to be opened in Manila by the end of the year. Another company—Auto Union of Dusseldorf—have announced their intention to open a plant in the Philippines.

£3 Million Factory

MR. A. S. BISHOP, managing director of the Goodyear Tyre and Rubber Co., Ltd., this week announced that work will begin at the end of this month on the erection of a £3,000,000 factory at Garscadden, seven miles from the centre of Glasgow; it is hoped that the first tyre will be produced at the new factory before the end of next year. It will be the third Goodyear factory in this country.

Mr. D. H. Stewart

WITH regret we record the death of Mr. D. H. Stewart, manager of the Royal Automobile Club at Glasgow since its opening in 1931. Mr. Stewart was well known to many motorists throughout Great Britain, not only through his association with the R.A.C. in Glasgow but also as a popular official at rallies, hill climbs and similar meetings which the R.A.C. and the R.S.A.C. organized. He was 58.

SELLING FOR DOLLARS

THE vital importance of increasing our sales in hard currency areas was stressed at a London conference of the Dollar Exports Council last week by Sir William Rootes, who is chairman, the Minister of State of the Board of Trade, Mr. A. R. W. Low, and the Economic Secretary to the Treasury, Sir Edward Boyle. The most promising field for this endeavour appears to be in the Latin American countries, and all the speakers at the conference urged the great value of personal visits by those who wish to sell in those markets, to investigate local needs and suit their product to a particular market.

Mr. Low pointed out that imports of manufactured goods to dollar countries were increasing, and emphasized the urgent need to obtain a more adequate proportion of those imports for our own industries. He assured exporters of the Government's ready help and advice and



SETTING OUT on the last lap of the journey from the Arctic North Cape to the South African Cape is the travel-stained Austin A.90 Westminster of Mr. Richard Pope; Pope is seen shaking hands with Mr. S. Webb, technical director of Oldham and Sons (Africa) Ltd., in Johannesburg. When the Westminster arrived at Cape Town it had covered 17,500 miles in 87 days

Motor Cycle Show

PUBLISHED yesterday, the Show Report number of our associated journal *The Motor Cycle*, provides an interesting and comprehensive review of this year's Motor Cycle Show, at present being held in London. Copies of this much enlarged edition of *The Motor Cycle* are obtainable from newsagents or direct from the Trade Counter, Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1; price 8d.

Cheaper by Air

FOLLOWING the placing of orders for a large number of Marchal lamps at the London Motor Show, a Silver City Airways freighter was chartered to fly 3,000 lamps from Paris to Ferryfield Airport, Kent. On the way out the Bristol Freighter carried a full load of Trico motor accessories; air freight worked out at under one shilling per lamp—less than the cost of internal post.

Steel Board Appointments

CHANGES have been announced in the board of directors of Pressed Steel Co., Ltd. Among the new appointments are: Mr. M. A. H. Bellhouse (managing), Messrs. F. E. Cairns and W. E. Lambourn (joint deputies to the managing director), Mr. J. A. Keyden (assistant managing director), and Mr. J. S. Kean (secretary of the company); owing to ill-health Mr. A. L. Shuttleworth has resigned his position as managing director, and has been appointed joint deputy chairman of the board.

Tubeless Trial

TYRES submitted by the Dunlop Rubber Co., Ltd., have recently been tested by the R.A.C. to investigate the reliability and air retention properties of tubeless tyres when pierced by nails. An Austin A.90 Westminster was used for the test, and this car was driven from the Dunlop depot at Albany Street, London, to Scotland; at the start of the trial two of the tubeless tyres with which the car was fitted were pierced by three 3in nails driven in until their heads were flush with the tread. It was found that after the 1,230 miles journey, occupying five days, the tyres showed no detectable loss of pressure.

Raised No-Claim Bonus

ON December 1, new arrangements for members' insurance will be introduced by the R.A.C. Under the new scheme, all cars registered before January 1, 1947, and all cars covered against third party risks only, will be insured without any change in the premium. Cars registered after January 1, 1947, for which the new scale of premiums is applicable, will be eligible for a no-claim bonus of 40 per cent instead of the original rate of 33 per cent. The increased bonus will apply for members who have completed four consecutive years of claim-free driving. This reduction in the premium will also be available to existing policy holders and on transfer from other insurers.

NEWS and VIEWS . . .

The Real Veterans

MEMBERS of the Circle of Nineteenth Century Motorists, who began driving more than 55 years ago, met for lunch in London a week ago. There are at present about fifty members, but not all were able to attend. The 22 present were F. S. Bennett (President), Lt. Col. T. B. Brown (Chairman), Sir Robert Bird, Bt., G. Shaw Scott, R. J. Stephens, W. Parker Thomas, Gordon Peall, Ernest Peall, P. J. Allan, A. J. Dew, St. John Nixon, W. H. Keys, Buchanan Shiell, C. F. Marshall, Heber Johnson, J. Russell Sharp, Archie Millership, Arthur Evans, T. de Gruchy, R. Twelvetrees, H. J. Mulliner, E. Dougill. Regretted non-starters were Frank Lanchester, E. E. Leverett, L. A. Pool and Rowland Winn.

Among distinguished guests were Sir Denis H. Truscott, Vice-Chairman of the A.A.; Sir Ben Smith; G. J. Allday, Life Patron of the Veteran Car Club; Major H. F. Stanley, M.C., Assistant Secretary of the R.A.C.; and Stirling Moss. K. A. Wingate-Saul, the Circle's honorary secretary and treasurer, was responsible for the organization of this happy reunion.



MORE EFFORTS by the Roads Campaign Council: the stage-coach carried a petition signed by 3,000 delegates to this year's Conservative and Labour Party Conferences, demanding better roads. The petition was presented to the Commons by M.P.s of both parties; the stage-coach was considered the most suitable choice of vehicle for the obsolete roads of this country

WESTMINSTER COMMENTARY: A Blow for Freedom

DISQUALIFICATION for a second speeding offence? A maximum penalty of £30 instead of £20? Under Clause 15 of the Road Traffic Bill this was the Government's intention, and it spelled gloom to the motorist; he may breathe again, however, for an amendment has been accepted in committee striking out the proposals. Freedom has had a good week, for this news comes immediately after an appeal allowed in the House of Lords in the Bonson v. Musicians' Union case has leavened the life and death power of the unions by upholding the rights of the individual to earn a livelihood.

Disqualification of a driver who depends for a job on his vehicle would deprive a man of his livelihood, too. One must remember that a speeding offence is serious only if the limit is exceeded when road conditions make it dangerous to do so. Mr. Gerald Nabarro estimated that more than three-quarters of the private motorists in Britain had at some time exceeded the speed limit.

A warning that the Government did not treat the matter lightly was given by Mr. Boyd-Carpenter. The Minister did not oppose the amendment, but announced that the matter would be reconsidered, an appropriate penalty fixed, and some alternative method found of enforcing the speed limit.

Drunk in charge inspired a further amendment which was discussed before the penalties and disqualifications clause, number 15, was agreed. Mr. Ronald Bell sought to leave out the subsection which would have required a person convicted of being drunk in charge of a motor vehicle to pass a driving test before he drove again. The Government agreed to drop the part of the subsection which sought to make this mandatory and has since tabled a new clause which, if carried, makes this law less onerous.

In a recent case a man was found at the wheel of a stationary car on a flat road, and without the keys, which were later handed in at a police station by a friend. The magistrate, Mr. Paul Bennett, V.C., thought it such a golden opportunity to obtain a ruling on a point of widespread interest that he refused to say there was no case and committed the accused motorist for trial at the Old Bailey.

Yellow or white for head lights came up at question time, and the Minister quoted tests made by the Road Research Laboratory which showed that there was little difference between white and yellow head lights of the same intensity in seeing distance or degree of dazzle. It is interesting to recall that, in Dr. Jehu's paper on the subject, one of the conclusions drawn was that most drivers preferred their own beam to be white.

A week or two ago Mr. Boyd-Carpenter told Members that he had asked London Transport to survey parking areas round suburban railway stations, and last Tuesday L.T. announced extensive plans to build and enlarge 20 car parks near underground stations and arterial roads. Construction will start early next year, and accommodation will be provided for 2,500 cars, whose owners, presumably, have sanguine hopes of finding room on the suburban trains to take them into the city centre. Perhaps the next step will be to build roads to accommodate the surplus passengers from the trains...

Parliamentary miscellany include an announcement by Mr. Peter Thorneycroft, President of the Board of Trade, that he had received the report of the Monopolies Commission on the supply of pneumatic tyres and expected to lay it before Parliament early next month; also a refusal to reduce the amount of deposit on second-hand cars bought by hire-purchase; and Mr. Boyd-Carpenter's

opinion that, since no particular privilege was conferred by the carrying of a C.D. plate, although it was an error of taste for a person not in the Diplomatic Corps to sport one, no harm was done.

Politicalisms: Winking indicators are "irritating, confusing, disturbing and dangerous to pedestrians and motorists . . . a blinking nuisance."—Sir Frank Medlicott in the House of Commons, November 9, 1955.

STUDENT OF POLITICS.

Call to Youth

THE need for the younger generation to take more interest in the affairs of the Institution of Mechanical Engineers was stressed at the annual dinner and dance of the Coventry centre of the Automobile Division last Friday. The chairman of the centre, Mr. L. L. Dyer, of Rootes, Limited, said the modern world was essentially that of the young man.

Dr. C. G. Williams, chairman of the Automobile Division, stated that the oil and automobile industries were providing money for foundation scholarships at independent schools—a long-term policy which should benefit industry in the next decade.

Waiting for Winter

YOU can't dose cars with cod-liver oil for the winter, but the owner can do a lot to nurse his vehicle through the coldest weather. Difficult starting is perhaps one of the biggest problems, and this is discussed, together with other winter troubles, in next week's issue of *The Autocar*. Selection of antifreeze, driving in bad conditions, particularly in fog, which is such a bane at this time of year, and home battery charging are also featured.



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SPECIAL ACCESSORIES**

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ROOTES GROUP CARS

for YOUR COMFORT

- HEATER
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GET THEM WHERE YOU SEE THIS SIGN



Humber · Hillman · Sunbeam



There's nothing mysterious about Aromatics—it's the chemists' name for a particular kind of motor fuel constituent—but there's magic in what Aromatics can do for a car! It's Aromatics that help to make an ice-cold engine start—to make it pull with more power—and to make it run as sweetly and smoothly as a turbine. All fuels contain these Aromatics, but the new National Benzole Mixture contains *twice as much as the next best*. And there's no secret about how that's done—it's done by taking one of the new-process petrols specially treated to give it extra Aromatics and blending it with Benzole which is 100% Aromatics. That's the formula for the new National Benzole Mixture. It's also the formula for the smoothest, snappiest motoring this side of the Atomic age!

THE NEW NATIONAL BENZOLE MIXTURE

TRY IT TODAY!

THE MOST MODERN OF ALL MOTOR SPIRITS

The National Benzole Company Limited, Wellington House,
Buckingham Gate, London, SW1 | The distributing organisation owned and entirely controlled by the producers of British Benzole



Standing on a hill, lonely and amid surroundings virtually unchanged for centuries, this uncommonly fine and stately church serves the tiny village of Wiveton, Norfolk.

Correspondence

Starting on Hills

Explanation of the Daimler Technique. The controls of the Daimler Conquest provide a simple technique for starting on hills which I have to use almost daily on being held up by traffic lights on a slope of 1 in 6 or so.

I do not use the handbrake, but hold the car on the footbrake with second gear engaged. When it is time to go, I pull out the hand throttle on the facia until the engine starts to drag the car forward against the brake, when I drop my foot from accelerator and release the hand throttle.

As an alternative to using the handbrake during traffic stops, a trick which can be used on almost any car is to rest the right heel and instep on the upper part of the brake pedal. The weight of the leg can usually hold the car safely with all muscles relaxed, and the driver can sit at ease while waiting.

Corbridge, Northumberland. R. B. T. HALL-CRAGGS.

A.B.C. Memories

The Car and the Motor Cycle. What a flood of memories the reading of Mr. W. R. Bunting's letter (November 4) gave me. As a 17-year-old filter improver, I was the assistant to four filters in the experimental shop of A.B.C. Motors, Ltd., at Hersham, Surrey, when Granville Bradshaw designed the car mentioned.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

After all these years I could almost strip one down now blindfolded; as I was promoted to the Testing Section when the car went into production, I can endorse Mr. Bunting's pleasant memories of its handling qualities and that beautiful gear change (reverse was at bottom of gate and forward).

The motor cycle was built on car lines, with a small edition of the car engine set across the sprung frame, and car-type four-speed gear box, and was successfully raced at Brooklands with Jack Emerson in the saddle. I often wonder where the stalwarts of those days are now—Mr. Granville Bradshaw, Jack Emerson, Wally Muggeridge, to name only a few.

London, N.W.5.

E. F. PRICE.

The Price of Freedom

Back to Principle of Procrustes' Bed? An article in *The Medical Press* is quoted as saying: "In the hazardous business of driving a car along highways bristling with traffic lights, no test of colour vision is ever made. Considering the difficulties the normal-sighted encounter in conditions of bright sunlight, for example, it is quite remarkable that more accidents at intersections do not occur. Just why no test either of vision or colour vision has ever been decreed it is not easy to discover. . . . Probably the most immediate argument would be that it would involve too much expense. Besides being difficult to organize

Correspondence

in practice, but there seems little reason why, if a much more elaborate driving test can be organized, a brief visual test by a competent technician could not be arranged as well. It need take no more than a few minutes and could very well precede the driving test proper. There can be little doubt that it would add very materially to the safety of our roads."

It seems to me, as a motorist of 35 years' standing, that here is another proof of the old saying that the price of freedom is eternal vigilance. There are about 10 per cent of men who are labelled as "colour blind," because they are unable to pass the "Ishihara" test or cannot meet the Board of Trade requirements in distinguishing between red and green at very great distances. The usual test by lantern is to show tiny pin points of light corresponding to those appearing on a ship at a distance of many miles. The great majority of the so called "colour blind" are quite able to distinguish between red and green at all reasonable distances likely to be encountered in their normal driving.

The article itself states it is quite remarkable that more accidents at intersections do not occur. Surely the reason is that the present lights are quite large enough to be seen by anyone, colour blind or otherwise, and there is no need whatever to add one more irritation to the long-suffering motorist by subjecting him to yet another test. The traffic lights, in any case, should bear the words "Stop" and "Go," even if the position of the lights is not already sufficient indication as to which is in operation.

The principle that the shoe should be made to fit the foot seems to be lost sight of nowadays, and the idea is spreading that it is better to cut off the toes to force the foot to fit the shoe. Traffic lights and other signals are made for the public. If they prove unsatisfactory (and it is yet to be proved that traffic lights are not easily recognizable by anyone who can read a sign post), then alter the signals—make them larger!

This badgering of the motorist has gone far enough. There are far too many bodies to-day who think in terms of bans, prohibitions, licences, tests and interference with other people. Motoring organizations must be on the alert and ready to put up strenuous opposition to any suggestions of further inroads on the freedom of the motoring public to use the Queen's highways.

H. T.

Australian Tribute

Vanguard Story of Success. The August 19 issue of *The Autocar* contains an interesting preliminary of the ill-fated 1955 Redex Trial—but for one fact: In the final paragraph your correspondent pays tribute to several makes of cars which, although they did not win, had a high percentage of finishers in the 1954 event—namely, Austin A70, Plymouth and Ford Zephyrs, of which only seven, three and 12 respectively started. Unfortunately, the outstanding performance of the Standard Vanguard was overlooked. This is, perhaps, the most consistently good trials performer in Australia. As an example, let me quote the official records of the three Redex Trials which detail Vanguard performances in these as:

	Started	Finished	In 1st 10
1953	7	7	2
1954	23	16	3
1955	31	14	3

No cars with anything like the entries of Vanguards fared so well, particularly in 1955. The only makes with a comparable number of entries were Holden 42 (11 finished), Peugeot 203 17 (7 finished) and Volkswagen 17 (6 finished). The next highest entries were Ford V.8 8 (4 finished) and Ford Zephyr 8 (3 finished).

Mentone, Victoria, Australia.

JOHN HALL.

A Superb British Product

Jaguar in the Rocky Mountains. Your readers may be interested in the account of a recent cross-country trip involving a 1953 Jaguar XK120 roadster. The 1,215 miles from Columbus, Ohio, to Denver, Colorado, was completed in 27 hours, the return trip from Gunnison, Colorado, to Columbus, Ohio—1,450 miles—in 28½ hours.

These may not be exciting figures to the experienced race or rally driver but to the amateur driver of the writer's standard

they are quite remarkable, especially when it is considered that the car has been owner-maintained since new. This maintenance, while amateurish, has been at least enthusiastic, professional care being rather hard to obtain in this area.

The times listed represent total elapsed time, and all urban speed laws were observed. Driving was by the writer and his 20-year-old son, taking two-hour shifts. To achieve the times, 90 to 105 m.p.h. was our open highway cruising range. The only attention this beautiful machine required while on the trip was fuel, oil and adjustment of the throttle return spring.

Checking over the car on conclusion of the trip, the only work required was adjustment of the right door for rattle, and turning down of both front brake drums, which were considerably out of round—this distortion was thought to be due to heavy braking in the Rocky Mountains.

It was an experience not soon to be forgotten—the Jaguar running through the daylight hours and into the night; steadily through the darkness and greeting another day with the same aggressive, exhilarating exhaust note. The Jaguar snarl, pitched from a deep, under 3,000 r.p.m. grumble to a tenor, over 4,000 r.p.m. scream, echoed across seven States with never a falter. I do want to take this opportunity to express my appreciation of a superb British product.

Worthington, Ohio.

J. BLACKBURN.

Spare Parts Complaint

Difficulty with Gear Replacements. Now that British motor manufacturers are faced with dwindling export markets and restricted home sales due to increased purchase tax and restricted hire purchase facilities, is not the present time opportune to put their house in order in respect of replacements, and spare parts service?

For the past two years we have been plagued with gear box trouble with a popular type of small car which we operate; each time we have asked the local distributors for a replacement gear box they have not had one in stock—apparently they could be obtained, but were snapped up immediately they came to hand.

Finally, in July this year we decided to order a brand new gear box, at full list price. This order took six weeks to fulfil. Then came the repairs to the gear box the new one replaced. Among other parts needed were three gear wheels. "Not in stock" was the first rebuff. Left on order, two wheels turned up thirty-five days later, and a frantic rush round other depots on our part procured the third one.

Now we have still a third gear box to overhaul. An order for two more gear wheels placed on the 13th of this month is still unfulfilled, so presumably awaits the indefinite future.

At the same time our manufacturers might find it a good thing to cut the cackle of a certain type of works official who apparently is more anxious to whitewash the faults of his maker's product than to get down to brass tacks in rectifying such faults, as the following two extracts from letters received from the works would seem to show:—

From letter dated 16.3.54. "There is no special modification available, and our experience does not show that the X.Y.Z. gear box is prone to such a complaint."

From letter dated 31.8.55. "There is no secret but that a number of modifications have been carried out to the X.Y.Z. gear box as a result of experience."

London, W.4.

FRUSTRATED.

The Happy Owner

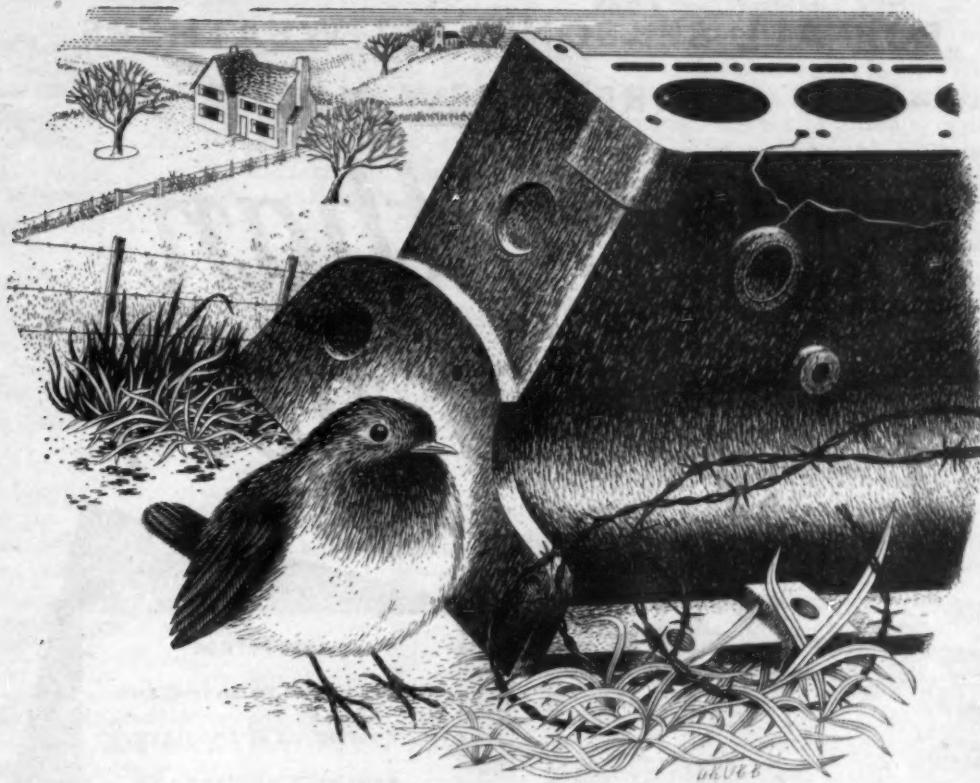
Nearly 10,000 Miles—and No Troubles. Mr. Godfrey Mayman's letter (November 4) complaining of the shoddy work in his German car prompts me to write of my experience with a Mercedes-Benz Type 300 B, collected personally from the London works in September, 1954. Mileage to date, including 2,300 miles of fast Continental motoring, is 9,576. As an engineer-enthusiast who has always carried out his own routine maintenance purely as a matter of interest, I can truly say it is easily the best car I have ever owned. Not the slightest mechanical or other defect of any sort has shown up, and no replacements of even the most trivial kind have been required.

Following ownership of six British "specialist" quality cars of the £2,000-£3,500 class with records of major defects and replacements (notwithstanding meticulous attention to initial adjustments and lubrication) more than sufficient to deter even the most patriotic potential buyer, this is most refreshing.

I have followed *The Autocar* Road Tests for almost 20 years, and consider Test No. 1467 of the Mercedes Type 300 to be the most complimentary report given to any car to date. It certainly influenced my decision towards a car which is made and assembled with care and precision equalled by very few other makes.

Wolverhampton, Staffordshire.

LESLIE APPLEBY.



Still putting your trust in draining?

Even if you drain your radiator religiously every night—and you won't, you know—you're still not safe from frost damage that can cost you £30 in repair bills. What happens during the day? Your cooling system can freeze up while you're parked in the street. On very cold days it can actually freeze up while you're driving.

And if your car has a heater fitted, then complete

draining is very difficult. Yes, draining's risky—and the alternative is simple, and effective. One fill of Bluecol, the doubly* safe anti-freeze, will protect your cooling system, day and night, right through the winter.

**Bluecol is doubly safe: safe against even 35° of frost, and safe (because of the special inhibitors it contains) against rusting and similar chemical action.*

Available from all good garages and leading accessory suppliers

BLUECOL

THE DOUBLY SAFE ANTI-FREEZE

one of SMITHS accessories for better motoring

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

**FOR ALL SEASONS, ALL WEATHERS
—THIS ENTIRELY NEW MOTOR OIL**

*More than
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SAVES PETROL
ADDS YEARS TO ENGINE LIFE
POWERS AS IT PROTECTS
PROLONGS BATTERY LIFE
MAINTAINS PEAK PERFORMANCE

MOBIL-OIL SPECIAL does more to save your pocket than any other motor oil. It is an entirely new, all-season, all-weather oil, road tested and proved over more than 2,000,000 miles in the engines of 274 cars in five different countries. Every test has shown that MOBIL-OIL SPECIAL cuts engine wear to almost zero and gives you more miles per gallon—amazingly so in short-distance, stop-and-go motoring. A specially selected base stock and costly new additives give this new oil its remarkable money-saving properties. Even though MOBIL-OIL SPECIAL itself costs more to buy, you save money all round.

SAVES PETROL

Exceptional fluidity at low engine temperatures

Oil drag can waste a lot of power if the oil is thick when the engine is cold. Mobiloil Special saves this power (and so saves fuel). Engines start more quickly with Mobiloil Special. This saves petrol at each cold start and the savings add up throughout the winter. In stop-and-go motoring (which never fully warms the engine up) Mobiloil Special can give you really valuable petrol savings.

ADDS YEARS TO ENGINE LIFE

Instant circulation—perfect lubrication at all engine temperatures

Instant circulation gives perfect lubrication of working parts, from the moment of starting even on the coldest winter day. At normal running temperatures Mobiloil Special has better body and lubricating qualities than conventional SAE 30 oils. Even when your engine is hottest and hardest at work, Mobiloil Special still gives it perfect lubrication.

Special additives combat wear caused by corrosion

Combustion produces corrosive products which attack engine surfaces. This is a major cause of wear. Corrosion danger is worst when engines are cold; corrosive gases then condense on engine surfaces and form corrosive liquids. Additives in Mobiloil Special resist these products and give engines—hot or cold—exceptional protection against corrosion and the wear it causes.

POWERS AS IT PROTECTS

By reducing combustion-chamber deposits more than any oil has ever done before, MOBIL OIL SPECIAL minimises engine pinking and pre-ignition, and greatly reduces spark-plug fouling. It has the same effect as improving petrol by several octane numbers. Result—livelier, smoother, maintained performance, faster acceleration, and dependable full-throttle power for safer passing on the open road.

PROLONGS BATTERY LIFE

Smaller loads on battery

Mobiloil Special flows so freely at even the lowest winter temperatures that the effort needed to turn a cold engine over is spectacularly reduced. The starter turns the engine far more briskly and gives you an easier, quicker start. Loads on battery and starter motor are very greatly reduced—which means a longer life for both.

MAINTAINS PEAK PERFORMANCE

New base oil and special additives reduce combustion-chamber deposits and render them harmless

In engines that use conventional oils combustion-chamber deposits are flaky. The flakes tend to glow at the edges and cause pre-ignition. Mobiloil Special greatly reduces the amount of deposits, greatly reduces their tendency to glow. Deposits on sparking plug insulators and electrodes are also remarkably reduced and plug performance is improved.

Special additives reduce deposits on engine working parts—keep them clean and working freely

Certain unwanted products are produced directly by the burning of fuel, especially in cold engines; others are produced by the effect of combustion heat on the engine oil. Mobiloil Special contains additives which resist the formation of power-wasting lacquers and sludges from either source. Mobiloil Special keeps your engine in tip-top trim for many, many thousands of miles.

SAVES FAR MORE THAN IT COSTS

Higher petrol mileage, longer engine life, improved engine performance, and prolonged battery life, make MOBIL OIL SPECIAL the greatest single economy in motoring today. Right from the start you will begin to find that this new oil MORE THAN PAYS FOR ITSELF!

To get the full benefits from this new oil, drain your crankcase and refill with MOBIL OIL SPECIAL. No further oil change will be necessary until the normal mileage recommended by the motor manufacturer.

Ask your dealer! — He will certainly recommend

Mobiloil



Special

SAE 10W-30

PRODUCT OF
85 YEARS OF
LUBRICATION
RESEARCH

THIS HAS ALL IT TAKES

NOT ONLY Exide plates with CB 95 alloy grids so long-lived that they needed a longer-lasting separator. **NOT ONLY** Porvic microporous plastic separators, virtually everlasting in battery service. **BUT ALSO** a container built of Hard Rubber — tough and shock-resistant to outlast Exide plates living their full life insulated by Porvic separators.



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The Sport

M.C.C. RALLY

LE MANS LIMITS

DESMOND SCANNELL

THE M.C.C. RALLY was a great success from everybody's point of view. As has been the M.C.C.'s rule for many years, the average speed over the 1,200-mile road section was kept down to the reasonable figure of 26 m.p.h. This meant that one covered the winding and hilly stretches through the Peak and Lake Districts at a far more reasonable speed than is demanded in many other rallies. In the Welsh section it was considerably harder to keep up the required speed because of the difficulty of navigation; mistakes were made in the recognition of small turnings and time was lost which had to be made up somehow. Wisely, the more difficult sections were covered at night when the wild roads are deserted and the passage of rally cars can offend nobody.

The route cards, laid out in traditional Land's End and Exeter style, were excellent. A mistake did creep in—following the Elan Valley Hotel control, where, after Llanwrthwl, the card said "Turn L on to A479," when, in fact, it meant turn right. The more painstaking navigators, who had followed the route on their maps beforehand, had already spotted this; but, in any case, there was a sentry posted to stop cars taking the wrong turning. The route check just before Painscastle, as given in the route card, was, in fact, some distance farther down the road.

Contributing greatly to the enjoyment of the rally is the enlightened attitude shown each year by the Hastings corporation. Quite apart from the fact that the population seems to welcome the competitors and, led by the Mayor, to go out of their way to make things pleasant and to entertain them, the police are extremely helpful and kindly. Plans are in hand to make some alterations to the layout of the sea front, but it has been stipulated that they are not to affect any future rallies which may finish there.

All this is very wise; a town which goes out of its way to attract rallies, and motorists in general, is helping its own ends. The expenditure of cash in Hastings as the result of some 400-500 competitors arriving there on Saturday must have been considerable, and it comes all the more handy in the close season.

BRIEF BUT INTERESTING highlights of the new Le Mans regulations have filtered through from M. Acat, of the *A.C. de l'Ouest*. Standardized production cars, as defined in article 6 of the F.I.A. regulations, will be accepted with no limit on engine size; prototypes are limited to 2,500 c.c. unsupercharged. Cars eligible for the production class have to be sold, built, or in stock to the total of 100 cars, and this must be proved.

For all cars, regardless of size, the maximum capacity of the fuel tank is to be limited to 130 litres, and the allowance of fuel for refuelling on any one occasion must not exceed 120 litres; the maximum number of laps between refuelling stops has been increased to 34.

New limits have been fixed for body dimensions. The overall minimum width is now set at 1 metre 25 cm, in contrast with the previous 90 cm, and the minimum width of each seat is now 50 cm instead of the previous 40 cm. Tyres must be the same size for all four wheels and for the spare, carrying of which is compulsory.

The fuel capacity figures are interesting; 34 laps are equivalent to approximately 295 miles, and 130 litres to 28.6 gallons; which means that, by running the tank dry, a maximum fuel consumption possible is about 10 m.p.g. But, in order to leave the pits after each refuelling with a full tank, the consumption for each spell of 34 laps must not exceed 120 litres—a consumption of a little over 11 m.p.g. This, in combination with the new body dimensions, will have the effect of keeping out what amounts to a thinly disguised racing car, and the event will bring in much more representative sports cars, of the type which one might expect to use on the road . . . and with this, the speeds should be reduced.

THE ASTON MARTIN that Reg Parnell is to drive in the New Zealand Grand Prix on January 7 will be fitted with a 3-litre supercharged engine—the same engine, in fact, that Parnell and Salvadori used at Le Mans in 1954. The chassis, gear box, brakes and suspension are the same as on the production DB3S cars, with small variations in overall length or width. The body used will be an experimental, non-enveloping single-seater.

The New Zealand Grand Prix, being run under *formule libre*, enables David Brown to enter the car as a technical exercise; we are assured that it is not the forerunner of a Grand Prix Aston Martin for next year's events—not even the single-seater body? Even the present somewhat flexible sports car regulations wouldn't permit that.

IT WILL COME as a great blow to his many friends and acquaintances to hear that Desmond Scannell, secretary of the B.R.D.C. since October, 1936, has decided to resign his post and to move into the world of commerce. During his 19 years as secretary he has without doubt done more for British racing than many will have appreciated. He has fought on behalf of the drivers and raised the status of the sport; he can take full credit for the existence and continuing success of the Silverstone circuit. There is no doubt that it was because of his organizing genius that the *Daily Express* decided to give its backing to the May meetings and, in 1952, 1953 and 1954, to the British Grand Prix which, in those years, was organized by the B.R.D.C. His advice to clubs has always been sound and readily given and in this respect alone he will be missed by a great many people. It should not be forgotten, too, that the current scheme to reorganize the International Calendar, which is being



M.C.C. Rally winner, S. P. A. Freeman (left), his co-driver L. C. Eversden and the 1937 TA M.G. Midget which Freeman has owned for 16 years

put into effect for 1956, is entirely his. It was inevitable that someone with such organizing ability should ultimately move on to greater things. His loss to the B.R.D.C. will be very considerable and he will be exceedingly hard to replace; without him, the B.R.D.C.'s high status in international sport could well be lessened. No decision has yet been taken as to his successor; a sub-committee of the



Desmond Scannell

B.R.D.C. has been formed to consider applications and the job is open.

I am certain that Scannell's friends will join in wishing him the very best of luck in his next job, the nature of which is confidential for the time being.

THE JAGUAR STORY of their victory, under dark clouds of tragedy and storm at Le Mans this year, was shown before members and guests of the B.R.D.C. last Monday week at a combined cocktail party and film show held in the Royal Empire Society's Hall in Craven Street,

London. There were many notabilities in the motor racing world present, including Mike Hawthorn, the leading man in the film; but his gallant co-driver in that race, Ivor Pueb, was unfortunately a non-starter at the showing. Others included Earl Howe, Stirling Moss, Nevil Lloyd, who wrote the commentary for the film, and R. W. Jacobs, still on crutches following his accident in one of the new M.G.s during the race. Rodney Clarke was present with Kenway, Connaught Engineering's chief designer, both receiving congratulations from all sides for their part in Tony Brooks' recent overwhelming victory in the Syracuse G.P.

The film left one with several strong impressions; first, the apparent modesty of the sponsors, who did not allow a shred of advertising matter to taint the story; second, the skill of the producers in almost giving one the impression that one has seen the whole of a 24-hour race in the space of some forty minutes; third, the nervous tension and obvious signs of physical fatigue detectable in the faces and movements of drivers coming in after a spell at the wheel in appalling conditions. The ability and endurance of the human frame is even more remarkable than those qualities in its mechanical counterparts. Shots of the accident to Levegh's Mercedes, which has had

such far-reaching effects on the subsequent pattern of the sport, prove once again what we all know—that these things happen in a flash, so that it is virtually impossible to sort out the whys and wherefores.

THE SIXTH R.A.C. RALLY will be held between Hastings and Blackpool from March 6 to 10. As in previous years, the entry list will be restricted to 240 cars; the rally will count towards the European Touring Championship.

On Tuesday, March 6, competitors will set sail at 9 a.m. from the two starting points, Blackpool and Hastings. After a stiff road section, interspersed with driving tests, the cars will arrive at Hastings at teatime on Wednesday, March 7. They will start out on the second half of the rally from 4.30 a.m. on the Thursday morning. First competitor will reach the finish at Blackpool late on Friday, March 9; on Saturday the customary eliminating tests will be held on the sea front and the prizes will be presented on the Sunday evening.

JOHN THEODOSIUS, previously the Vacuum Oil Company's Southern Automotive Division motor cycling representative, has been appointed competitions manager in succession to Guy Edwards.

"JACKIE" MASTERS, secretary of the M.C.C. since 1924, was made a member of the Winkle Club by Alderman F. T. Hussey, Mayor of Hastings, at the conclusion of the M.C.C. Rally at Hastings last Saturday. The club, which was formed by a group of Hastings fishermen early in the century, has as its object the support of certain charities. Some time ago it was decided to enrol one or two well-known people into the club and Sir Winston Churchill and Viscount Montgomery were recently made members.

TO MARK appreciation of the work of Louis Wagner as a racing driver and pioneer aviator, the French Government has conferred the *Legion d'Honneur* on him. He is not, as many people imagine, a German. In 1871 Wagner père left Lorraine rather than accept a compulsory change of nationality, and settled in Paris where Louis was born and has lived all his life—except when away on racing expeditions.

Exactly 50 years ago he won the Vanderbilt Cup race on Long Island, and for thirty years he took part in all the great races in Europe and the United States. Aviation took his fancy in 1910 and for a few years he was chief test pilot of the Hanriot company. When only 18 he joined the Darracq team, then was successively with Fiat, Mercedes, Alfa Romeo, Peugeot, Talbot-Darracq, Ballot and Delage. A few years ago his left leg

COMING SHORTLY

- NOVEMBER 18.—Aston Martin O.C. Annual dinner and dance, Café Royal, Regent Street, London, W.1, 7.45 p.m.
- 18.—Maidstone and Mid-Kent: M.C. Annual dinner and dance, Tudor House, Bearsted, near Maidstone, Kent, 7.30 for 8 p.m.
- 18.—B.A.R.C. (N.W. Centre). Annual dinner and dance, Exchange Hotel, Liverpool, 7 p.m.
- 18.—Guildford M.C. Annual dinner and dance, Lion Hotel, Guildford, Surrey, 7.30 for 8 p.m.
- 18.—Mid-Surrey A.C. Film show, Sugar Bowl Country Club, Burgh Heath, Surrey, 8 p.m.
- 19.—Eastern Counties M.C. Night navigation trial, Chitty's Garage, Diss, Norfolk, 5 p.m.
- 19.—Bristol M.C. and L.C.C. Roy Fedden Trial.
- 19.—North Midland M.C. Anniversary dinner-dance Rising Sun Hotel, Bamford, Derbyshire.
- 19-20.—Margate and District C.C. Margate Autumn Rally, High Rocks, near Tunbridge Wells, Kent, 8 p.m.
- 19-20.—Seven-Fifty M.C. Autumn Night Rally.
- 19-20.—Swansea M.C. November Night car rally, The Guildhall, Swansea, 11 p.m.
- 19-20.—North Staffs M.C. Winter Rally, Tom Byatt, Ltd., Victoria Road, Stoke-on-Trent, Staffordshire, 7 p.m.
- 20.—Wolverhampton and South Staffs C.C. Derbyshire Dales Rally, Crown Hotel, Wrecc, near Wolverhampton, 1.30 p.m.
- 20.—Northampton and District C.C. Grose Trophy Sporting Trial, Burghfield Green, Blisworth, Northamptonshire, 10 a.m.
- 20.—North Midland M.C. Tenth Anniversary Autumn Sporting Trial, The Miner's Standard, Winster, Derbyshire, 11 a.m.

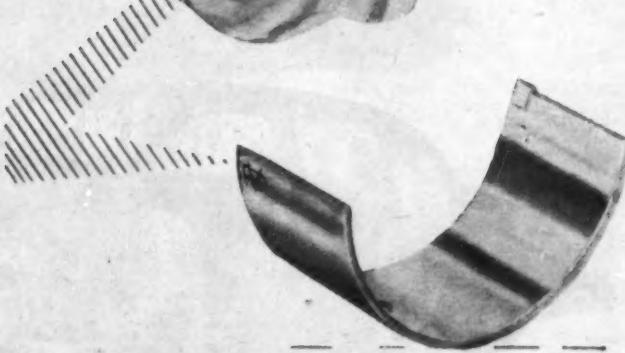
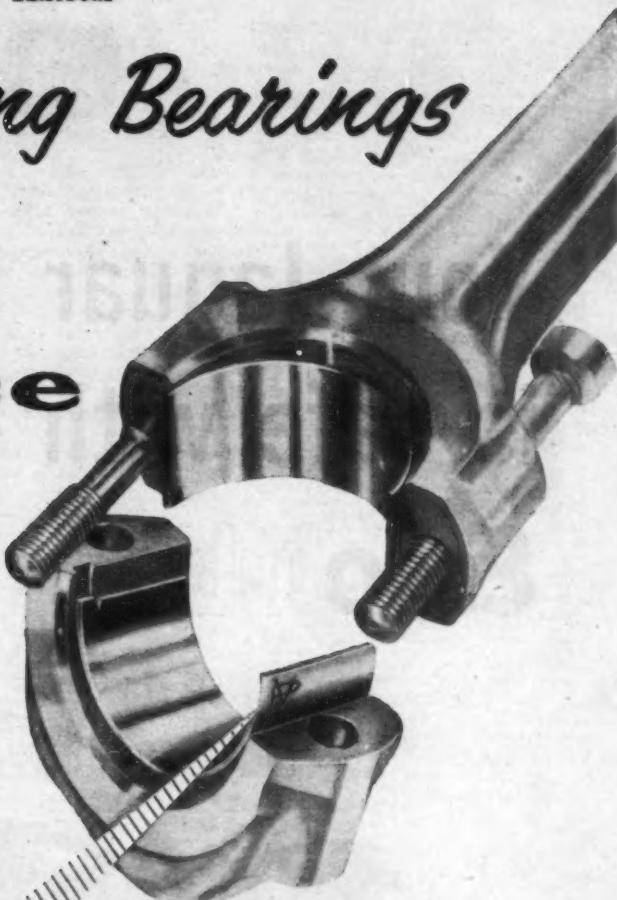
- 20.—Romford Enthusiasts' C.C. Navigation Trial.
- 20.—Renault O.C. Autumn Rally, Wee Waff Roadhouse, Twyford, Berkshire, 11.30 a.m.
- 20.—Ilkley and District M.C. Winter Trial, Cattle Auction Market, Otley, Yorkshire, 10.30 a.m.
- 20.—Incorporated Auctioneers' C.C. Social run, Golden Lion Hotel, Western Avenue, Hillingdon, Middlesex, 2.30 p.m.
- 20.—Fairey Aviation Company M.C. and C.C. Chiltern 100 Rally, The Crooked Billet, Iver Heath, Buckinghamshire, 1 p.m.
- 21-27.—Great American Mountain Rallye.
- 25.—Bugatti O.C. Annual dinner and dance, Londonderry House, Park Lane, London, W.1, 7 for 7.30 p.m.
- 25.—B.A.R.C. (East Sussex Branch). Annual dinner and dance, Cavendish Hotel, Eastbourne, Sussex, 7 for 7.30 p.m.
- 25.—Harlow and District A.C. Film show, The Fox and Hounds, Hundson, Hertfordshire, 7.30 p.m.
- 26-27.—Herefordshire M.C. Night navigation rally, Lyde Motor Works, Hereford, 7.30 p.m.
- 26-27.—Loughborough College M.C. Annual night rally.
- 26-27.—Herts County A. and A.C. Night Trial.
- 26-27.—Riley M.C. North-Western Welsh-Blackpool Rally, starting from Oxford, Birmingham, Swansea, Leeds and Manchester, 8 a.m.
- 27.—Lancashire and Cheshire C.C. Rally Petite, The Dixon Arms, Chelford, Cheshire, 2.15 p.m.
- 27.—Brighton and Hove M.C. November Rally, Madeira Drive Arches, Brighton, Sussex, 2 p.m.
- 27.—Kentish Border C.C. Annual sporting trial Bull Hotel, Birchwood, near Swanley, Kent, 10.30 a.m.
- 27.—Cambridge University A.C. Little Rally.
- 27.—Cenian M.C. Autumn social run, Grasshopper Inn, near Westerham, Kent, 2.15 p.m.

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was amputated, but this did not deter him from hopping round as an official at the Monthléry circuit. He was proposed for the *Legion d'Honneur* 25 years ago but the fact that he drove for Mercedes on the eve of the first war may have caused the officials to reflect before granting the distinguished red ribbon.

ME FOR THE sackcloth and ashes department. John Thornley writes to chide me for quoting the permitted mods for Class 1 of the F.I.A. regulations last week instead of Classes 3 and 4, under which the B.M.C. cars made those recent startlingly good runs at Monthléry. Anyway, the M.G. A. and the Austin-Healey were in standard trim, having proved at the M.I.R.A. track that they had ample in hand for the job. The Pathfinder, which had a full load, you recall, was fitted with high-compression pistons, giving a ratio of 8.6 to 1, and had a final drive ratio of 3.7 to 1. The Wolseley Six-Ninety's compression ratio was raised to 8.1 to 1 and the valve-spring pressure was increased in order to raise the r.p.m. range to 5,500; a 3.7 to 1 rear-axle ratio was also provided. The Austin Westminster had the twin-carburettor induction system which is used on the Wolseley Six-Ninety, and again a 3.7 to 1 axle was fitted, although it was not actually necessary, but was thought desirable to give the engine an easier time. The pump fuel was B.P., taken

over by B.M.C. because they were not certain about French premium.

As regards those owners who feel that their cars should do the same sort of thing, the answer is the old one that they could be suitably geared and modified to do it, on Monthléry as the works cars did, if the owners were prepared to stand the losses elsewhere—in such things as acceleration and economy, for instance. The important thing proved, as B.M.C. say, is that no one need fear driving similar B.M.C. cars from, say, Cologne to Frankfurt with the foot flat on the floor, from a mechanical point of view. Clearly the cars will take a good pasting—and thrive on it.

OUT OF A TOTAL of nearly 300 applications received by the R.A.C., the following British entries for the Monte Carlo Rally have been selected and forwarded to the organizing club.

R. J. Adams (Jaguar), S. Allard (Allard), F. Masefield-Baker (Austin), J. W. E. Banks (Bristol), C. F. Bartlett (Ford), J. Gott (Austin), K. Wharton (Austin), A. P. Warren (Riley), P. Reece (Austin), Mrs. N. Mitchell (M.G.), Mrs. J. Johns (Austin), G. Grant (M.G.), G. N. Burgess (Austin), J. Bremner (Riley), R. Baxter (Austin), L. O. Sims (Riley), P. G. Cooper (Standard), L. Brooke (Standard), K. E. Carter (Aston Martin), Lt. Col. Crosby (Standard), Capt. MacGregor

(Standard), Lieut. Bassett (Standard), P. Easton (A.C.), E. R. Evans (Sunbeam), A. B. Fraser (Sunbeam), L. Griffiths (M.G.), F. P. Grounds (Jaguar), E. Harrison (Ford), T. C. Hannon (Ford), J. Kar (Ford), J. H. Kemsley (Ford), E. Lambert (M.G.), J. A. McLaughlin (Riley), J. R. Mansbridge (Jaguar), R. D. Mattock (Jaguar), R. W. Merrick (Riley), A. Meredith-Owens (Bristol), Miss A. Neil (Standard), C. B. Pilgrim (Jaguar), A. Pownall (Ford), J. G. Reed (Ford), D. G. Scott (Ford), H. J. Shillabeer (Humber), R. Sleight (Ford), Mrs. L. Ashfield (Standard), F. Bolton (Standard), K. Richardson (Standard), Mrs. D. Osborne (Standard), J. Stoddart (Standard), G. K. Stratton (Austin), P. Harper (Sunbeam), J. Ray (Sunbeam), Miss S. Van Damm (Sunbeam), Dr. L. Taylor (Standard), D. O. M. Taylor (Standard), W. Todd (Ford), J. Utley (Bristol), C. H. P. Vivian (M.G.), P. G. Walton (Ford), D. G. Warwick (Austin), T. H. Wisdom (Standard), W. M. Couper (Austin), J. Dallhoff (Ford), J. C. Nairn (M.G.), Dr. A. D. Mitchell (Wolseley), I. M. Sutherland (Riley), K. Richardson (Ford), G. B. Whiteaway (M.G.), T. E. S. White (Jaguar), W. B. Humphries (Sunbeam), D. J. Uren (Ford), J. M. C. Shand (Ford), C. F. Key (Daimler), J. Kenyon (Ford), W. T. Henshaw (Rover), R. G. Harris (Jaguar), F. Grantham (Ford), R. Davis (Sunbeam), T. G. Clarke (A.C.), J. Cuff (Ford), V. Cooper (Jaguar), W. L. Burnell (Vauxhall), D. Barker (Ford), J. Ashworth (Jaguar), L. Leston (Aston Martin), P. Jopp (Jaguar), J. Young (Ford), H. J. Harper (M.G.), J. Averbach (Austin), K. Brierley (Jowett), B. Brinkmann (Austin), J. J. W. Whitmore (Ford), R. Potter (Sunbeam), F. J. A. Vivian (M.G.), Mrs. J. Cooke (Ford), M. R. Davies (Ford), R. T. Haddow (Ford), L. H. G. Handley (Ford), R. E. Cutten (Austin), N. Walmsley (Standard), Capt. T. J. Johnson (M.G.), E. B. Ross (Vauxhall), R. J. Harris (Austin), H. Gibson (Austin), H. C. Terry (Ford), P. L. Edwards (Standard), J. H. Huntridge (Austin), B. R. Walker (Armstrong Siddeley), E. N. London (Jaguar), R. H. Wilkins (M.G.), W. McDougall (Humber), C. S. Henderson (Jaguar), F. R. N. Kerr (M.G.), M. Greenwood (Jaguar), G. F. Faulkner (Ford), D. F. Derken (Standard), S. Carruthers (Vauxhall), O. E. Berry (Sunbeam), Mrs. M. Baddeley (Ford), W. Teague (Jaguar), K. W. Hole (Standard), J. Metcalf (M.G.), J. P. Boardman (Borgward), G. M. Pearson (Mercedes-Benz), W. Bowdage (Mercedes-Benz), R. C. Willis (Volkswagen), D. G. Bain (Panhard), J. Baird Smith (Peugeot), J. K. C. Bayes (Fiat).

PETER GARNIER.

CLUB NEWS

Combined Universities M.C.—The Inter-Varsity Rally is organized by a different University motor club each year, and this year's rally, the fifth in the series, was run by the Oxford University Motor Drivers' Club. From starting points at Buxton, St. Neots, Vincennes, Water and Newcastle-upon-Tyne, 52 competitors converged on Craven Arms, Shropshire, for the supper stop on Saturday evening, October 29. The route then led westward through Welsh countryside familiar to London Rally competitors and on to the main Nuffield agents in Cardigan, where there was a 40-minute refuelling halt in the early hours of Sunday morning. At Cardigan a marked map was issued, to direct competitors on a 62-mile section round Pembrokeshire and Carmarthenshire. Breakfast followed at Lampeter, and the run back to the finish at Craven Arms went over the now well-known Devil's Staircase. The results, which were announced within two hours of the finish, showed that there were 38 finishers and that only Derek Scott in his Triumph TR2 had completed the course without loss of marks.

RESULTS

Best performance: Triumph TR2 (J. D. Scott). 0 marks lost. **Navigator's award:** M. M. Roberts. **Navigation award:** Sunbeam-Talbot (J. W. Whitall). 10. **Runners-up:** Sunbeam-Talbot (J. W. Whitall). 10. **Class winners:** Under 1,200 c.c.: Austin A40 Sports (D. G. Miles), 31. 1,201 to 2,000: Jowett Javelin (D. R. Gotts), 10. Over 2,000: Morgan Plus Four (T. J. Thrift), 1. 16.

Team awards: Loughborough College M.C.—G. H. Breswell, S. Baker-Countey and S. J. Kilbourn. **Inter-Varsity Trophy:** Cambridge University A.C.

Architects and Surveyors' M.C.—Details of this newly formed club can be obtained from B. Meekins, 20, Balcombe Street, Dorset Square, Marylebone, London, N.W.1.

Southern Jowett C.C.—Thirty-three cars competed in the fifth annual Hertfordshire point-to-point held on October 30. The event was divided into two runs—from Mill Hill to Whipsnade in the morning and from

Whipsnade to South Mimms in the afternoon. The mileage involved totalled 100, and 21 places had to be visited. At each point a concealed number had to be found and recorded, and in many instances it was the time taken to find these numbers that influenced the final placings. The finishing point was the Eight Bells Restaurant in South Mimms, Hertfordshire, where, after a meal, the results were announced and the prizes awarded.

RESULTS

1. Ford (D. A. Edwards), 220 points gained; 2. Ford (R. A. White), 190; 3. Ford (J. A. Thoenes), 189.

Vintage S.C.C.—The results of the Eastern Rally held on November 6 are:

Vintage: Eastern Trophy: 1927 O.M. (P. Binns). First-class awards: 1929 Lancia (J. W. Rowley), 1924 Humber (W. L. T. Winder). Second-class awards: 1930 Alvis (R. E. B. Noble), 1920 Austin (L. D. Taylor). Third-class award: 1927 Bentley (G. B. McDonald).

Post-Vintage Thoroughbred: First-class award: 1937 Lancia (D. H. Galahagan). Second-class award: 1936 Lagonda (C. E. H. J. Mulholland).

Inter-section team result: 1. Midland, 494 points; 2. Southern, 365.

Blackpool and Fylde M.C.—The annual Blackpool Rally driving tests and inter-area challenge match took place on October 29 and 30. There was an entry of 100 cars for the driving test competition held on the Saturday. Seven tests had been set out, and each competitor attempted them twice. On the Sunday, the inter-area challenge match was held, using four of the seven tests.

RESULTS

Best open production car: Triumph TR2 (J. C. Wallwork), 274.6 marks lost. **Best closed production car:** Ford (A. Newsome), 409.7. **Best special or supercharged car:** Dellow (A. E. Marsh), 373.4. **Best Blackpool and Fylde M.G. member:** Sunbeam (A. C. Whatmough).

Class awards: Closed cars up to 1,000 c.c.: Standard (J. F. Livingston), 417.2. 1,001 to 1,500: Ford (J. H. Dorsett), 410. Over 1,500: Sunbeam (A. C. Whatmough), 421.5. Open cars up to 1,000 c.c.: Dellow (A. E. Marsh), 410. Over 1,000 c.c.: Standard (J. F. Livingston), 390. **Social and supercharged cars:** Keystone Spi (D. G. Flather), 391.5.

Best lady driver: Triumph TR2 (Mrs. E. Ashall), 426.5.

Best team: Hagley and District L.C.C.—Ford (P. J. Anton), Dellow (A. E. Marsh) and Morgan (A. C. Whatmough), 1,179.5 aggregate.

Inter-area challenge match:

Team results: 1. Midlands; 2. North; 3. Scotland; 4. Wales.

Epping Forest Motorsport Association.—A series of five film shows will be held during the winter months, the first in the assembly hall of the Loughton Secondary Modern School, Roding Road, Loughton, Essex, on Wednesday, November 23, starting at 8 p.m. Admission is free and everybody is welcome; programmes will be available at 1s each. It is hoped to include the Shell film of the 1955 Belgian Grand Prix in the programme.

The other four film shows will be held at St. Mary's Hall, 201, High Road, Loughton, and anyone who would like details should write to the secretary, S. J. N. Wright, 203, High Road, Loughton, Essex.

London M.C.—Regulations are available for the 37th Gloucester Trial, which is to be held on Saturday, December 3. All competing cars must conform to the R.A.C. national formula for trials cars, and the event is open to members of the North Midland M.C., Hagley and District L.C.C., Lancashire and Cheshire C.C., Sheffield and Hallamshire M.C., Sunbac, Taunton M.C. and the promoting club, and all entrants in the R.A.C. trials championships.

The trial is a qualifying event for the R.A.C. trials championship and the B.T.D.A. Gold Star competition. It will start from the Royal George Hotel, Birdlip, Gloucestershire, at 10.30 a.m., and the course will be approximately 30 miles in length. All observed sections will be clearly marked on the route card, which will also show the distances between points on the course. There will be a number of special tests, but the results of these will be used only to decide ties. The entry fee is £2, and the team entry fee, for teams of three cars already entered, is 15s. Entries should be sent before November 26 to the secretary of the meeting, W. C. Podevin, 68, Bute Road, Ilford, Essex.

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was amputated, but this did not deter him from hopping round as an official at the Monthléry circuit. He was proposed for the *Legion d'Honneur* 25 years ago but the fact that he drove for Mercedes on the eve of the first war may have caused the officials to reflect before granting the distinguished red ribbon.

ME FOR THE sackcloth and ashes department. John Thornley writes to chide me for quoting the permitted mods for Class 1 of the F.I.A. regulations last week instead of Classes 3 and 4, under which the B.M.C. cars made those recent startlingly good runs at Monthléry. Anyway, the M.G. A. and the Austin-Healey were in standard trim, having proved at the M.I.R.A. track that they had ample in hand for the job. The Pathfinder, which had a full load, you recall, was fitted with high-compression pistons, giving a ratio of 8.6 to 1, and had a final drive ratio of 3.7 to 1. The Wolseley Six-Ninety's compression ratio was raised to 8.1 to 1 and the valve-spring pressure was increased in order to raise the r.p.m. range to 5,500; a 3.7 to 1 rear-axle ratio was also provided. The Austin Westminster had the twin-carburettor induction system which is used on the Wolseley Six-Ninety, and again a 3.7 to 1 axle was fitted, although it was not actually necessary, but was thought desirable to give the engine an easier time. The pump fuel was B.P., taken

CLUB NEWS

Combined Universities M.C.—The Inter-Varsity Rally is organized by a different University motor club each year, and this year's rally, the fifth in the series, was run by the Oxford University Motor Drivers' Club. From starting points at Buxton, St. Neots, Virginia Water and Newcastle-upon-Tyne, 52 competitors converged on Craven Arms, Shropshire, for the supper stop on Saturday evening, October 29. The route then led westward through Welsh countryside familiar to London Rally competitors and on to the main Nuffield agents in Cardigan, where there was a 40-minute refuelling halt in the early hours of Sunday morning. At Cardigan a marked map was issued, to direct competitors on a 62-mile section round Pembrokeshire and Carmarthenshire. Breakfast followed at Lampeter, and the run back to the finish at Craven Arms went over the now well-known Devil's Staircase. The results, which were announced within two hours of the finish, showed that there were 38 finishers and that only Derek Scott in his Triumph TR2 had completed the course without loss of marks.

RESULTS

Best performances: Triumph TR2 (J. D. Scott), 0. marks lost; **Navigator's award:** M. M. Roberts. **Runner-up:** Sunbeam-Talbot (W. J. Whittall), 10. **Navigator's award:** R. H. Hollier. **Class winners:** Up to 1,000 s.c.: Austin A.40 Sports (D. G. Miles), 31. 1,201 to 2,000: Jewett Javelin (R. D. Gotts), 10. Over 2,000: Morgan Plus Four (T. J. Threlfall), 16. **Team awards:** Loughborough College M.C.—G. H. Breakell, S. Baker-Counten and S. J. Kilbourn.

Architects and Surveyors' M.C.—Details of this newly formed club can be obtained from B. Meekins, 20, Balcombe Street, Finsbury Square, Marylebone, London, N.W.1.

Southern Jowett C.C.—Thirty-three cars competed in the fifth annual Hertfordshire point-to-point held on October 30. The event was divided into two runs—from Mill Hill to Whipsnade in the morning and from



over by B.M.C. because they were not certain about French premium.

As regards those owners who feel that their cars should do the same sort of thing, the answer is the old one that they could be suitably geared and modified to do it, on Montlhéry as the works cars did, if the owners were prepared to stand the losses elsewhere—in such things as acceleration and economy, for instance. The important thing proved, as B.M.C. say, is that no one need fear driving similar B.M.C. cars from, say, Cologne to Frankfurt with the foot flat on the floor, from a mechanical point of view. Clearly the cars will take a good pasting—and thrive on it.

OUT OF A TOTAL of nearly 300 applications received by the R.A.C., the following British entries for the Monte Carlo Rally have been selected and forwarded to the organizing club.

R. J. Adams (Jaguar), S. Allard (Allard), F. Mansfield-Baker (Austin), J. W. E. Banks (Bristol), C. F. Bartlett (Ford), J. Gott (Austin), K. Wharton (Austin), A. P. Warren (Riley), P. Reece (Austin), Mrs. N. Mitchell (M.G.), Mrs. J. Johns (Austin), G. Grant (M.G.), G. N. Burgess (Austin), S. A. Riley (Riley), R. Baxter (Austin), L. O. Sims (Bremer), P. G. Cooper (Standard), L. Brooks (Standard), K. E. Carter (Aston Martin), Lt. Col. Crosby (Standard), Capt. MacGregor

(Standard), Lieut. Bassett (Standard), P. Easton (A.C.), E. R. Evans (Sunbeam), A. B. Fraser (Sunbeam), L. Griffiths (M.G.), F. P. Grounds (Jaguar), E. Harrison (Ford), T. C. Harrison (Ford), J. Kat (Ford), J. H. Kemsley (Riley), E. Lambert (M.G.), J. A. McLaughlin (Riley), J. H. Mansbridge (Jaguar), R. D. Mattock (Jaguar), R. W. Merrick (Riley), A. Meredith-Owen (Bristol), Miss A. Neil (Standard), C. B. Pilgrim (Jaguar), A. Pownall (Ford), J. G. Recce (Ford), D. G. Scott (Ford), H. J. Shillabeer (Humber), R. Sleight (Ford), Mrs. L. Ashfield (Standard), P. Bolton (Standard), K. Richardson (Standard), Mrs. D. Osborn (Standard), J. Stoddart (Standard), G. K. Stratton (Austin), P. Harper (Sunbeam), J. Ray (Sunbeam), Miss S. V. Van Damm (Sunbeam), Dr. L. Taylor (Standard), D. O'M. Taylor (Standard), W. Todd (Ford), J. Ure (Bristol), C. H. P. Vivian (M.G.), P. G. Watson (Ford), D. G. Warwick (Austin), T. H. Whidborne (Austin), W. M. C. Williams (Austin), Dalhoff (Ford), C. J. Nixon (M.G.), Dr. A. D. Mitchell (Woolesey), I. M. Sutherland (Riley), K. Richardson (Ford), G. B. Whiteway (M.G.), T. E. S. White (Jaguar), W. E. Humphries (Sunbeam), D. J. Uren (Ford), J. M. C. Shand (Standard), C. F. Key (Deimler), J. Kenyon (Ford), W. T. Henn (Rover), R. G. Harris (Jaguar), P. Grantham (Ford), R. Davis (Sunbeam), T. G. Clark (A.C.), J. Cuff (Ford), V. Cooper (Jaguar), W. L. Burnett (Vauxhall), D. Barker (Ford), J. Ashworth (Jaguar), L. Leston (Aston Martin), P. Jopp (Jaguar), J. Young (Ford), H. J. Harper (M.G.), Lord Avebury (Jaguar), K. Briley (Jowett), E. Brinkman (Ford), W. J. Whitehouse (Ford), L. Porten (Sunbeam), F. J. A. Vivian (M.G.), Mrs. J. Cooke (Ford), M. R. Davies (Ford), R. T. Haddow (Ford), L. H. G. Handley (Ford), R. K. Hooper (Sunbeam), C. Tyner (Ford), Miss E. Dunn (Austin), N. Walmsley (Standard), Capt. T. Johnson (M.G.), E. E. Ross (Vauxhall), H. R. J. Hart (Austin), H. Gibson (Austin), H. C. Terry (Ford), P. L. Edwards (Standard), J. H. Huntridge (Austin), E. R. Walker (Armstrong Siddeley), E. N. London (Jaguar), R. H. Wilkins (M.G.), W. McDougall (Humber), S. Henderson (Jaguar), P. R. N. Kerr (M.G.), M. Greenwood (Jaguar), G. F. Faulkner (Ford), D. F. Darken (Standard), S. Carruthers (Vauxhall), O. E. Berry (Sunbeam), Mrs. M. Baddeley (Ford), W. Teague (Jaguar), K. W. Hole (Standard), J. Meikle (M.G.), J. P. Boardman (Borgward), G. M. Pearson (Mercedes-Benz), J. W. Bowdage (Mercedes-Benz), R. C. Willis (Volkswagen), D. G. F. Bain (Panhard), J. Baird Smith (Peugeot), J. K. C. Bayes (Fiat).

PETER GARNIER.

Best lady driver: Triumph TR2 (Mrs. E. Ashall), 426.5.
Best team: Hagley and District L.C.C.—Ford (P. J. Anton), Dellow (A. E. Marsh) and Morgan (A. L. Yarranton), 1,179.1 aggregate.

Inter-area challenge match:
Team results: 1. Midlands; 2. North; 3. Scotland;
4. Wales.

Fig. 1. Effect of NaCl concentration on the rate of NO_x removal.

Epping Forest Motorsport Association.—A

series of five film shows will be held during

the winter months, the first in the assembly

hall of the Loughton Secondary Modern

School, Roding Road, Loughton, Essex, on Wednesday, November 23, starting at 8 p.m. Admission is free and everybody is welcome; programmes will be available at 1s each. It is hoped to include the Shell film of the 1955 Belgian Grand Prix in the programme.

The other four film shows will be held at St. Mary's Hall, 201, High Road, Loughton, and anyone who would like details should write to the secretary, S. J. N. Wright, 203, High Road, Loughton, Essex.

London M.C.—Regulations are available for the 37th Gloucester Trial, which is to be held on Saturday, December 3. All competing cars must conform to the R.A.C. national

formula for trials cars, and the event is open to members of the North Midland M.C., Hagley and District L.C.C., Lancashire and Cheshire C.C., Sheffield and Hallamshire M.C., Sunbac, Taunton M.C. and the promoting clubs, and all entrants in the R.A.C. trials championships.

The trial is a qualifying event for the R.A.C. trials championship and the B.T.D.A. Gold Star competition. It will start from the Royal George Hotel, Birdlip, Gloucestershire, at 10.30 a.m., and the course will be approximately 10 miles in length. All observed sections will be clearly marked on the route card, which will also show the distances between points on the course. There will be a number of special tests, but the results of these will be used only to decide ties. The entry fee is £2, and the team entry fee, for teams of three cars already entered, is 15s. Entries should be sent before November 26 to the secretary of the meeting, W. C. Podevin, 68, Beech Road, Ilford, Essex.

"TOP GEAR"

the authoritative Scottish motoring magazine says of the BMW Isetta:—

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BMW Isetta Road Test,
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This subterranean garage for 500 cars was opened recently in Stockholm. In the event of an atomic attack it would provide accommodation for 5,000 residents of the city. There are two entrances, one at each end of a tunnel that is 1,600ft long

IN BRIEF

A Standard and Triumph service week will commence on December 5 at the Central Garage (Halifax), Ltd., 89, King Cross Street, Halifax.

Mr. L. S. Greenland has been appointed a director of H. M. Hobson, Ltd., Hobson Works, Fordhouses, Wolverhampton. He is the company's chief designer.

New offices at King Edward House, New Street, Birmingham, 2, have been occupied by the Midland branch of the Power Petroleum Co., Ltd. The telephone number is Midland 8021-6.

Mr. H. T. Utting has retired from Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, after 44 years' service. He was the guest of honour at a dinner given recently by the directors of the company.

A range of equipment for tubeless tyre repair is now being marketed by Stenor, Ltd., of Richmond, Surrey. The new equipment is intended for use with existing Stenor vulcanizers, which are used in very many service garages.

Mr. L. S. Woodall has been appointed tyre salesman for Caernarvonshire, Denbighshire, Flintshire and Merioneth by the North British Rubber Co., Ltd. He will have his headquarters at 162, Great Charles Street, Birmingham.

Mr. D. S. McPhail, manager of the Dundee sub-depot of the Dunlop Rubber Co., Ltd., has retired after 42 years' service. Before moving to Dundee he was in Glasgow, Aberdeen, and at Fort Dunlop. He has gone to Toronto, where he intends to settle with his family.

A pleasant function was held on November 8 to mark the beginning of a Standard and Triumph service week at the premises of A. J. Allen and Son, Ltd., Bromley Road, Catford, London, S.E.6. The opening of new showrooms at this address was recorded in *The Autocar* of June 26, 1953.

Recent installation of an automobile casting foundry and further expansion now in progress by Guest Keen and Nettlefolds (Cwmbran), Ltd., has resulted in the interests of the company becoming closely identified with the motor industry. The directors have now decided that advantages would be gained by closer liaison with the management of Garringtons, Ltd., and accordingly Mr. R. P. Brookes, chairman and managing director of Garringtons, Ltd., has been appointed managing director of the Cwmbran subsidiary of the G.K.N. group.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17220. 1932 Morris Minor.
"R.G.C."—Maintenance hints and a handbook.
No. 17221. 1937 Daimler Fifteen.
"G.R.T.C."—Hints on maintenance and a handbook.

No. 17222. Type 402 B Peugeot.
"W.L.W."—General information, maintenance details and a handbook.

No. 17223. 1937 Series II Morris Twelve.
"D.G.R."—Details and hints on dismantling engine, etc.; also a workshop manual.

No. 17224. 1929 20 h.p. Sunbeam.
"R.R."—Performance data, compression ratio and b.h.p.

No. 17225. Handbooks Required.
"W.S.D."—1937 Rover Twelve.
"S."—1937 Morris Twelve-Four, Series II.
"J.H."—1937 Hillman Minx.

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Saloon, 4-door	1,107 19 4	1,663 6 0
Acc two-seater	1,103 0 0	1,651 7 0
Acca coupé	1,375 0 0	2,063 17 0
ALFA ROMEO		
1300 Giulietta saloon	1,150 0 0	1,726 7 0
Sprint Spyder	1,410 0 0	2,116 7 0
1900 Super saloon	1,750 0 0	2,626 7 0
T.I. saloon	1,900 0 0	2,883 7 0
Primavera coupé	1,995 0 0	2,993 17 0
Spider	2,500 0 0	3,511 7 0
ALLARD		
Monte Carlo saloon	1,782 0 0	2,674 7 0
Safari estate car	1,782 0 0	2,674 7 0
K.2 touring 3-seater	1,537 0 0	2,306 17 0
J.R.2 sports-racer	1,722 0 0	2,584 7 0
ALVIS		
3-litre Graber saloon	1,850 0 0	2,776 7 0
A-SIDDELEY		
Sapphire 346 saloon (synchromesh)	1,215 0 0	1,823 17 0
(preselector)	1,285 0 0	1,928 17 0
(automatic)	1,404 0 0	2,107 7 0
Limousine	1,910 0 0	2,866 7 0
Sapphire 234 saloon	1,065 0 0	1,598 17 0
Sapphire 236 saloon	1,104 0 0	1,657 7 0
ASTON MARTIN		
D.B. 2-4 saloon	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupé	2,200 0 0	3,301 7 0
D.B.35 2-seater	2,600 0 0	3,901 7 0
AUSTIN		
A.30 Seven 2-door	335 0 0	503 17 0
A.30 Countryman	395 0 0	593 17 0
A.40 Cambridge	468 0 0	703 7 0
A.40 Countryman	516 0 0	775 7 0
A.50 Cambridge	478 0 0	718 7 0
A.50 Westminster	558 0 0	838 7 0
A.135 Princess III S.W.B. saloon	1,665 0 0	2,498 17 0
L.W.B. limousine	2,000 0 0	3,001 7 0
AUSTIN-HEALEY		
100 sports 2-seater	750 0 0	1,126 7 0
100M sports 2-seater	855 0 0	1,283 17 0
BENTLEY		
Series S saloon	3,295 0 0	4,943 17 0
Jas. Young saloon	4,665 0 0	6,998 17 0
Hooper saloon	4,715 0 0	7,073 17 0
Continental, H.		
Mulliner saloon	4,962 0 0	7,441 17 0
Park Ward saloon	4,775 0 0	7,163 17 0
Park Ward D.H. coupe	4,775 0 0	7,163 17 0
B.M.W.		
Type 501 6 cyl. saloon	1,377 0 0	2,066 17 0
6 cyl. limousine	1,638 0 0	2,458 7 0
Type 502 limousine	1,792 0 0	2,689 11 0
Type 503 sports	2,975 0 0	4,463 17 0
Fixed-head coupé	2,975 0 0	4,463 17 0
Type 507 sports	2,800 0 0	4,201 11 0
BORGWARD		
Isabella 60 saloon	806 2 11	1,210 11 5
Coupe	1,248 13 10	1,874 7 9
Station wagon	858 1 9	1,288 9 8
Isabella TS saloon	916 15 0	1,376 11 8
Puliman 2400 saloon	1,409 2 1	2,115 0 2
Saloon (H-nomatic)	1,501 7 0	2,253 7 6
BRISTOL		
405 saloon	2,390 0 0	3,586 7 0
Drop-head coupé	2,450 0 0	3,676 7 0
BUICK		
Series 52 saloon	2,025 0 0	3,038 17 0
Century saloon	1,975 0 0	2,963 17 0
Roadmaster saloon	2,250 0 0	3,326 7 0
CADILLAC		
Series 62-19 saloon	2,575 0 0	3,863 17 0
Eldorado convertible	3,500 0 0	5,251 7 0
Fleetwood saloon	3,000 0 0	4,501 7 0
CHEVROLET		
CHRYSLER		
CITROËN		
2 c.v. saloon	398 0 0	598 7 0
Light Fifteen saloon	685 0 0	1,028 17 0
Big Fifteen saloon	740 0 0	1,111 7 0
2-litre DS19 saloon	990 0 0	1,486 7 0
DAIMLER		
Conquest saloon	1,066 0 0	1,600 7 0
Conquest Century	1,772 0 0	1,759 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
Omega-O. Four saloon	885 0 0	1,269 17 0
Landau's model	2,005 0 0	3,158 17 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K.400 limousine	2,793 0 0	4,190 17 0
DELLOW		
Mark IIB sports	448 0 0	673 7 0
Mark IIC sports	477 0 0	716 17 0
Mark V sports 2-seater	542 0 0	814 17 0
D.K.W.		
Three-six saloon	632 0 0	949 7 0
DODGE		
FAIRTHORPE		
Mark IM saloon	259 17 0	391 2 6
FIAT		
600 saloon	412 10 0	620 2 0
New 1100 saloon	578 10 0	869 2 0
1100 TV saloon	750 0 0	1,126 7 0
1900 saloon	980 0 0	1,471 7 0

(Continued on next page)



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Vauxhall Velox Saloon, first registered January 1955, finished in Gray and fitted with heater.

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Anglia saloon	360 0 0	511 7 0		
Sedan de luxe	382 0 0	574 7 0		
Prefect saloon	395 0 0	593 17 0		
Saloon de luxe	420 0 0	631 7 0		
Escort estate car	414 0 0	622 7 0		
Squire estate car	445 0 0	668 17 0		
Consul saloon	470 0 0	706 7 0		
Zephyr saloon	532 0 0	799 7 0		
Zephyr Zodiac	600 0 0	901 7 0		
FORD (Canadian)				
Fairlane saloon	1,500 0 0	2,263 7 0		
FRAZER NASH				
Targa Florio Fast Road- ster	1,650 0 0	2,476 7 0		
Tourisme fixed-head coupe	2,150 0 0	3,226 7 0		
Mark II competition	2,250 0 0	3,376 7 0		
Le Mans fixed-head coupe	2,450 0 0	3,676 7 0		
Sebring 2-seater	2,250 0 0	3,376 7 0		
HILLMAN				
Minx Special saloon	470 0 0	706 7 0		
Californian	550 0 0	826 7 0		
Estate car	565 0 0	848 17 0		
Husky	415 0 0	623 17 0		
H.R.G.				
1½-litre 2-seater	895 0 0	—		
HUDSON				
Rambler super saloon	1,266 0 0	1,900 7 0		
Wasp saloon	1,825 0 0	2,738 17 0		
Hornet saloon	1,960 0 0	2,941 6 9		
HUMBER				
Hawk saloon	715 0 0	1,073 17 0		
Touring limousine	795 0 0	1,193 17 0		
Executive	885 0 0	1,288 17 0		
Sugar Snipe saloon	1,095 0 0	1,643 17 0		
Touring limousine	1,175 0 0	1,763 17 0		
ISETTA				
Motocoupe	292 0 0	439 7 0		
JAGUAR				
2.4-litre saloon	895 0 0	1,343 17 0		
Special Equipment	916 0 0	1,375 7 0		
Saloon (overdrive)	940 0 0	1,411 7 0		
Mark VII Type M	1,140 0 0	1,711 7 0		
Saloon (overdrive)	1,185 0 0	1,778 17 0		
XK140 sports 2-seater	1,268 0 0	1,903 7 0		
Drop-head coupe	1,217 10 0	1,692 12 0		
Fixed-head coupe	1,160 0 0	1,741 7 0		
D-type sports 2-seater	1,240 0 0	1,711 7 0		
2,585 0 0	1,878 17 0			
JENSEN				
Model 541 saloon	1,285 0 0	1,928 17 0		
Interceptor de luxe	1,800 0 0	2,701 7 0		
Convertible de luxe	1,800 0 0	2,701 7 0		
LAGONDA				
3-litre saloon	2,600 0 0	3,901 7 0		
Drop-head coupe	2,700 0 0	4,051 7 0		
LANCHESTER				
Sprrite saloon	866 0 0	1,300 7 0		
LANCIA				
Astura saloon	1,250 0 0	1,876 7 0		
Aurelia Series II saloon	1,550 0 0	2,326 7 0		
Aurelia Grand Turismo	2,115 0 0	3,173 17 0		
Spider	2,115 0 0	3,173 17 0		
LINCOLN				
Continental Mark II	2,461 0 0	3,692 17 0		
Premiere saloon				
MERCEDES-BENZ				
180 sedan	1,195 0 0	1,782 17 0		
180D (diesel) saloon	1,260 0 0	1,891 7 0		
190SL sports saloon	1,850 0 0	2,776 7 0		
220s saloon	1,553 0 0	2,329 7 0		
300 saloon	2,252 0 0	3,788 17 0		
200c saloon de luxe	2,675 0 0	4,013 17 0		
300S coupé	4,110 0 0	6,166 7 0		
300SL saloon	3,100 0 0	4,651 7 0		
MERCURY				
Montclair saloon	2,006 0 0	3,010 7 0		
M.G.				
MGA 2-seater	595 0 0	893 17 0		
Magnette saloon	645 0 0	968 17 0		
MORGAN				
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Minor, Series II, saloon	373 0 0	560 17 0		
Saloon de luxe	389 0 0	584 17 0		
Saloon, 4-door	395 0 0	593 17 0		
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Cowley saloon	495 0 0	743 17 0		
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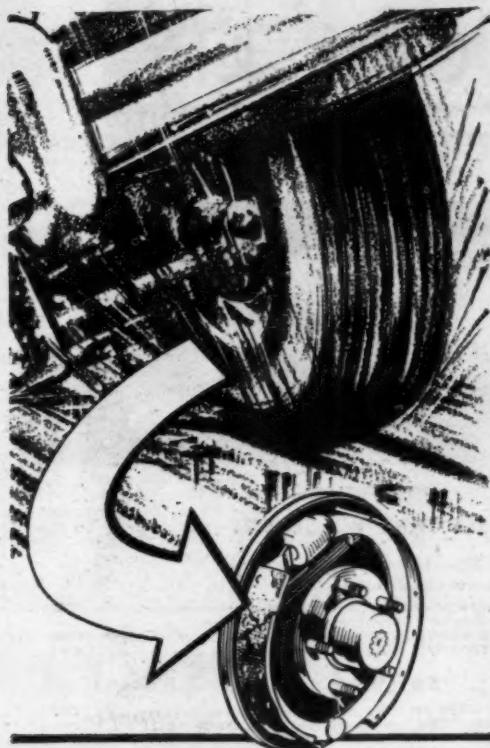
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HUMBER HAWK 1954 Series Mark V saloon, black, red, heater, tartan loose covers, fog lamp, screen wash recorded mileage 9,000 £750

SUNBEAM-TALBOT "90" Mk. II saloon, 1952 Series—recalculous duo tone burgundy/golden beige, fitted heater, one lady owner, new condition and appearance £695

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AUSTIN A.40 Devon, 1951—bottle green/fawn, heater and radio, sliding roof, one careful owner £480

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1953 HUMBER	Hawk saloon, grey, heater, etc.....		£605
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1955 STANDARD 10 saloon. Grey with blue upholstery, heater, seat covers, spot lamp, link mats, undersealed, wing mirror, mileage 9,500, 1 owner, ex. cond. £585.

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Car Bargains



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1949 AUSTIN A40 saloon.	£345.
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1954 MORRIS Oxford Series 1 saloon. £525
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1953 FORD Consul, black, red leather, seat covers, heater, radio £375
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1955 AUSTIN A.50 de luxe saloon. Heater, demister, wing mirrors, etc. Loose covers. Completely unmarked. Grey with grey interior	£685	1954 JAGUAR XK120 fixed-head coupe. Luggage rack, wing mirrors, heater, etc. 8:1 compression. A most attractive specimen. British racing green with light green interior	£1,225
1953 AUSTIN A.40 Countryman. Heater. An excellent example. Green with brown interior	£585	1953 MORRIS Oxford saloon. Heater, radio, etc. Very carefully used. Black with red interior	£595
1955 DAIMLER Century saloon. Heater, radio, wing mirrors, screen washers. Chassis undersealed. A most elegant car. Grey and blue with blue interior, grey piping.	£1,345	1955 ROVER 90 saloon. Twin fog lamps, wing mirrors. Heater, etc. First class throughout. Black with tan interior	£1,245
1953 FORD Zephyr saloon. Radio, heater, etc. Loose covers. An excellent example for the year. Grey with red interior	£565	1954 ROVER 75 saloon. Spot lamp. Heater, etc. Carefully used and maintained. Black with red interior	£995
1951 HUDSON Commodore saloon. Heater, radio, screen washers, etc. A very good looking and distinctive car. Blue with grey and blue interior	£995	1952 TRIUMPH Renown saloon. Heater, demister, screen washers. Very well kept. Black with beige interior	£585
1954 HUMBER Super Snipe touring limousine. Radio, heater, fog lamp, wheel trims. Very well maintained. Grey with red interior	£825	1954 VAUXHALL Velox saloon. Radio, heater, fog lamp, wing mirror. 7.3 compression. Loose covers. A well maintained and immaculate car	£695
1955 HUMBER Hawk saloon. Twin pass lamps, wing mirrors, wheel trims. Heater, etc. Loose covers. Faultless appearance. Grey with red interior	£925	1955 WOLSELEY 4/44 saloon. Heater, demister, screen washers, fog lamp. In specimen condition. Grey with red interior	£785

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

GATEHOUSE offer:—

1952 A.C. saloon, green, heater, one owner, in first class condition; £625.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C1021]

GUY SALMON AUTOMOBILES offer:—

1951-2 A.C. 2-litre saloon, recently completely overhauled by manufacturers, extremely good example; £585.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2. [C1001]

1949 saloon, privately owned, 50,000 miles, grey, immaculate, extras; £460.—Leeds 6694. Box 7735. [C1074]

1955 Ace all 1956 modifications, 100 bhp, duff flowed head, modified carburettors, Michelin X. heater, outstanding car; £1,295. [C1075]

1954-5 series Ace, fitted with numerous extras and fully modified to 1955 standard, 95 imp. engine, Michelin X. heater, 100,000 miles.—Road adjacent Central Station, Worthing 7775-4. [C1076]

All inquiries for A.C. Ace, Aceca, A.C. 2-litre saloons for immediate delivery, also second-hand A.C.'s for sale or wanted, should be addressed to: THE A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. [C1024]

1951 A.C. 2-litre sports saloon, one owner, fitted heater, extremely nice car; £535.—Eric Hayes, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Am-bassador 8266. [C2033]

LATE 1955 a.C. Ace, radio, heater, Michelin X. engine modifications, genuine 5,000 miles, as new; £1,200. c.n.o.—Glenmar, Four Oaks, Chapel Rd., Smallford nr. Horley, Surrey. [C1070]

1955 (June) A.C. Ace, 2,000 miles, £50 extra, carefully run in and as new, would consider Jaguar Mk. VII or similar in exchange.—Bray Wood House, Briar Hill, Purley. Uplands 9581. [C1064]

H. F. EDWARDS offer 1952 (March) A.C. Buckland, sports tourer, 2-tone finish (dark blue and ivory), leather upholstery, heater, open tonneau, disappearing hood, loose seat covers, just decommissioned, delightful performance, written guarantee; £535. terms, exchanges—154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

A.C. Cars Wanted

A LMOST new A.C. required immediately—54, Streamhall Hill, S.W.2. Telephone Hill 2076. [W2016]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

GOOD A.C. required immediately—G. Edwards, Amenny Lane, Harpenden, Herts. Harpenden 4444. [C2021]

ALFA-ROMEO

1954 Alfa-Romeo 1900 saloon, in excellent condition, have been well maintained by experienced mechanics; £1,600. J.C. MOTORS, Ltd., Saltdean, Brighton, Sussex R.R. Tel. Rottingdean 2261. [C1064]

A LFA-ROMEO 2.5 Series III short chassis sports coupe, 1950/51 show model, registered November 1950, radio, heater, 3 carbs., finished blue with red hide, superb car; price £1,950.—Stirkies Garages, Ltd., 68, Maidstone Road, Tunbridge Wells. [C1027]

J. H. BARTLETT, Alfa-Romeo, one of the fastest 2.9 supercharged, 8-cylinder, 130mph, sports 2-seaters, recorded mileage 6,000 Kilometres; £1,250.—Alfa-Romeo 2.5 short chassis Superleggera 2-seater coupe; £295.—Alfa-Romeo, February, 1949, 2.5 3-carb. 2-seater sports chassis, open tonneau, leather, painted, finished in grey with red leather upholstery, radio heater, body unmarked; £875; exchange and deferred terms.—27, Pembridge Villas, W.11. Bay. 0523. [C1013]

Alfa-Romeo Spares and Services

T HOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2846-8. [C1024 R]

ALLARD

FACTORY serviced Allard cars your wisest buy, always a good selection at competitive prices. **D**LARDS MOTORS, Ltd. (main Allard distributors), 45, Acme Lane, Brixton, London, S.W.2. [C1012 R]

'49 Allard coupe, new Mercury engine, gear box, tyres; many mods., extras; £225.—Tice, Ridgeway Cottage, Long Sutton, Hants. Long Sutton 324. [C1076]

1946 Allard model J super sports, the famous G.M.2, beechnut and morocco red, terrific performance, asking £1,500 approx. for the modest outlay of £285 or £50 deposit.—Bay Motors, 10154, West End Lane, N.W.6. Hampstead 6490. [C1024]

SALES & WANTS

Turn to page 86 for
Advertisement Form

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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ALVIS

1938 Alvis 19.8 saloon, £165.—Below.

1946 Alvis 25hp Chatsworth saloon; £425. 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5226 and 5774. [C1043]

GORDON CARS (LONDON), Ltd., offer:—

1952 Alvis 5-litre saloon, maroon, excellent condition; £825.-375. Euston Rd., N.W.1. Eus 6611. [C2035]

1938 Alvis 1270 sports saloon, overhauled by us as Alvis agents; £295. G. WILKIN, Ltd., 1, Weston Park, Kingston, G. K. 2104. [C1053]

1952 Alvis 3-litre saloon, black/beige, one owner —Dunham & Haines 46, Castle St., Luton 2100-1. [C1076]

A LVIS Speed 20 sports saloon, in really outstanding condition, enthusiast owner; £210 or offer.—Leigh-on-Sea 7629. [C1033]

1939 Alvis 14.75 saloon, clean condition; £210. G. W. HURST, Guntons Rd., Newborough Peterborough. [C1044]

1949 TA 14, a drop head out of the ordinary low mileage, Alvis overhaul, mechanically perfect, exquisite looks, private sale.—Box 7751. [C1070]

RE A RE dealers, new and used models always in stock: A spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate Blackburn (5084). [C1047]

1951 5-litre saloon, radio, heater, one owner, unclaimed by manufacturer, immaculate throughout; £750.—Davis Motors, 273, London Rd., Staines. Tel. 4211-5. [C1080]

TANKARD & SMITH, Ltd., offer 1951 (Dec.) Alvis 3-litre saloon, black/red leather, heater, nominal mileage, excellent condition; £745, three months written guarantee.—194-196 Kings Rd., Chelsea, S.W.3. Flaxman 4601. [C1082]

Alvis Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

RICHARDS & CARR, Ltd., the best Alvis buyers.—35, Kinnerton St., S.W.1. Sloane 5424

DLARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acme Lane, S.W.2. Brixton 6431. [C1046 R]

H. F. EDWARDS are keen to buy good Allard cars, and will pay excellent cash prices, distance no object.—Details please to 26-34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

Allard Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

ERIC HAYES, Ltd., will purchase Alvis cars in any district. Tel. Ambassador 6266. 13, Buxton Bridge Rd., London, W.2. [C1075]

GATEHOUSE MOTORS LTD., will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

A LVIS, Service Station 632, Finchley Rd., London, N.W.11. Tel. Speedwell 0762-3-4. Grams: Alvis, Gold, London.

A ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. [C1039/R]

CHLARLES FOLLETT, Ltd., Alvis Specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARATE.

SERVICE: Barnadale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C1061/R]

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

GWEN WILKIN, Ltd., 1, Weston Park, and 94, Eden St., Kingston. Kingston 2341. [C1053/R]

MANCHESTER.—Alvis repairers and spares, main agents.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2784-5. [C1053/R]

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4960), and 176, Deansgate, Manchester (Deansgate 4507). [C1075/R]

ERIC HAYES, Ltd., offer Alvis cars:—

1951 3-litre saloon, fitted radio and heater, a superb car; £665.

1949 14/75 special 4-seater sports, finished in black, leather upholstery, fitted new hood, tonneau and hood bay, heater, twin carburetors, an outstanding car; £275.

1948 14/75 sports saloon, finished in black, fitted heater; £475.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassadors 6266. [C2033]

AMERICAN CARS

PEDIGREE CARS.

CADILLAC model 62, right-hand drive, Hydramatic, radio, heater, beautiful car. Ocelot covers.

1953 Ford Customline 6-cylinder saloon, black.

PACKARD 1947 right-hand drive 4-door saloon, black, overdrive, exceptional condition.

STUDEBAKER 1949 all-electric drop head coupe, radio, heater, overdrive, very pretty car.

340 Euston Rd., N.W.1. Euston 7899 and 7980. [C1053]

B

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

CHC (Aston Martin buyers)

1955 Aston Martin DB2-4 3-litre. Interior crimson and beige. Stereo radio, fitted Al-Fin drums and chrome wire wheels with Michelin X tyres, whole car as new throughout.

1954 Aston Martin DB2-4 moonbeam grey, an outstanding car in excellent condition, a new Vantage engine complete with triple twin choke soles, carburetors, etc. fitted 280 miles. Extras include Michelin X tyres, Al-Fin brakes, twin exhausts, radio, etc.: £1,975.—Cartwright Hamilton Cars, Ltd., Kensington High St. W.14. Western 0207. [5842]

BROOKLANDS: wholesale and retail.

1956 DB2-4 Mark II saloon and coupe on show and for demonstration.

Aston Martin DB3S.

Aston Martin DB2-4 3-litre saloon.

Aston Martin DB2 Vantage engine d.h. coupe.

Aston Martin DB2 Vantage engine saloon.

radio, twin exhaust.

BUY or sell with confidence: guarantee.

103 New Bond St., London, W.1. Mayfair 8351.

GUY SALMON AUTOMOBILES offer:—

1955 series Aston Martin DB2-4 d.h. foursome 8,000 miles only, radio, excellent condition throughout; £2,250.—Fortsouth Rd., Thames Ditton. Emberbrook 5551-2-4.

1938 Aston Martin saloon; £225. 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, 189, Priory Rd., Hornsey, Mountaine 5228 and 574.

H. B. BARTLETT: Aston Martin 1953 DB2. Vantage engine, H.M.V. radio, Michelin X tyres, small age, absolutely superb car; £1,395.—27, Peckham Villas, W.11. Bay 053.

ASTON MARTIN 3-litre 1955 DB2-4 sports saloon.

A low mileage, as new, in olive haze with olive leather, fitted H.M.V. radio and wing mirrors; £2,225; demonstration anywhere to genuine enquiries.

H. & J. ROBINSON, Ltd., Aston Martin Distributors, High St., Gosforth, Newcastle upon Tyne 51047.

1954 (Sept.) Aston Martin DB2-4, 3-litre engine, 10,000 miles, black, beige, with Michelin X tyres, Al-Fin brakes, H.M.V. radio, outstanding condition, no marks, etc.; £2,450; exchange, including Porsche—Nixon's Garage (N.L.), Ltd., Newcastle, Staffs. Tel. 69154.

1954 Aston Martin DB2-4 saloon, Vantage engine, low mileage, H.M.V. radio, heater, jewels, etc., very good condition; £2,200. 100 miles, 10 mph car, cost £3,000; will sell for £1,925, exchange considered.—4, Baginton Rd., Coventry. Tel. 68349.

1953 (April) DB2, low mileage, Vantage engine, Al-Fin drums, twin exhausts, special camshaft, radio, heater, maintained regardless of cost by manufacturer, bills available, superb example; £1,425.—Tolworth Motors, Ltd., Kingston By-Pass. Elmbridge 2254.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin—Hampstead (Tube), N.W.3. Ham 6041.

J. H. BARTLETT will pay more for good Aston Martins.—27, Peckham Villas, W.11.

Aston Martin Spares and Service

FRIARY MOTORS, LTD., offer:—

including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities!

1953 Austin SEVEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

Austin Ruby tourer; £155—355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

RUBY saloon, sun roof, 4 tyres as new, clear car; £90.—10, Winchester Mews, N.W.3. Fri. 6159.

1954 Austin A30

BENTALLS, Ltd.

1954 Austin A30 2-door saloon, beige with red upholstery; £270.

1953 Austin A30 3-door saloon, grey with blue upholstery, with heater; £430.—Kingston-on-Thames, Kingston 1001.

CAR MART, Ltd., Euston 1212.

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase specialists.

1953 Austin A30 4-door saloon, a specimen car throughout, heater, low mileage, one careful owner only; £1925.

HIRE Purchase terms on the spot with no references, no formalities or guarantees; part exchange on your existing motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8.

Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047]

SLOCOMBE'S, Ltd.

1955 Austin A30, black, unmarked, low mileage; £285; unique guarantee: terms, part exchange car or motor cycles—35-52. Dudden Hill Lane, W.10. Willesden 4669. [C4017]

1954 Austin A30 2-door saloon. 15,000 miles; £465.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Middlesex. Tel. 6109. [C4055]

AUSTIN A30

model Austin A30 4-door saloon, heater, unmarked; £435.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2268. [C1070]

1955 (new) A30 4-door, black/red, works mileage, taxed; £540.—Horsham 466. [C5017]**1954** Austin A30 2-door, black, heater and extras; £420. Exchange only. Hor. 5144.**1953** (Sept.) A30 4-door, 4-door heater, 15,000 miles only; £425.—Woking 553. [C6737]**1953** Austin A30 4-door, new engine and battery; £445.—Central Garage, Henley-on-Thames. Tel. 555. [C6712]**1955** Austin A30 2-door saloon, blue, 800 miles as new condition; £525.—Haskins, Ladbrooke 1155. [C3098]**1954** Austin A30, duo-tone, immaculate; £450.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. The Concourse 3185. [C5096]**1955** Austin A30 4-door, black, 1,000 miles, heater, £425.—F. Dove, 111-118, Addiscombe Rd., East Croydon. Tel. Addiscombe 7-8-9. [C1076]**PRIDE & CLARKE, Ltd., 1954** Austin A30 saloon, 20,000 miles, 2-door, 2- and 4-door, low mileage, from £439.—1953 4-door, heater, 2419.—Stockwell Rd., S.W.9. Brixton 6251. [C5066]**1954** (July) A30 2-door, grey with red interior, 14,000 miles, heater, exceptionally immaculate condition inside and out; £425; h.p. available.—Palmer Green 9177. [C6952]**ARROW-IN-FURNESSE**, 1954 Austin A30, black, term. exchange, 100 miles, heater, £435; terms, exchange, New Car Valeting Service, Greengate St., Barrow-in-Furness 5. [C6986]**1954** Austin A30 4-door saloon, grey, blue leather, one careful owner, 17,000 miles only, taxed; £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]**425** gns.—Austin A30 4-door, Windsor grey, one owner, exceptional terms, exchange, listed, open 9-10 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**Austin A30 Cars Wanted****M**

CAR MART Ltd., London distributors, are anxious

to purchase Austin A30 cars and will pay attractive prices for them in excellent condition.

CAR MART, Ltd., 582, Streatham High Rd., S.W.16. Streatham 0054. [C1052/R]

OW mileage Austin A30 wanted, private owner preferred.—Fraser, 60, Elsworthy Rd., N.W.5. [C6739]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham 6041.**1954** Austin A30, beige, nester; £405.**HAROLD PERRY, Ltd., 1105-1111, High Rd., W.3. W. Whetstone 220. Tel. Hillside 6621, offers:—****1953** Austin A40 sports, green with beige upholstery; £525.**AUSTIN A40** saloon, blue with beige upholstery; £500.—Kingston-on-Thames, Kingston 1001. [C1093]**CAR MART, Ltd.****AUSTIN London distributors.****1954** Austin A40 Somerset, saloon, sliding head, £565.**AUSTIN A40** sports coupe, heater, blue with white upholstery; £515. [C5018]**CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212.** [C1039]**C. PAUL, Ltd.****1953** Austin Somerset convertible 4-seater, black, radio, heater, one owner, exceptional condition; £525.**32** Bruton Place, Berkeley Sq., W.1. Mayfair 0521-2.**NEWNHAMS, Ltd.****1955** Austin A40 de luxe sal.; £655.**1953** Austin A40 coupe, h.r., covers, low mileage; £375.**NEWNHAMS House, 235-245, Hammersmith Rd., London, W.8. Riverside 4646 (9 lines).** [C5024]**ELM AUTOSALES offer:—****1952** (Oct.) Austin A40 Somerset, grey with beige leather interior, low mileage, fitted heater, spotless condition; £515.—Kim Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]**J. HUNTER, Lt., offer:—****1956** series Austin A40 saloon, works mileage only; £710.**B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstones 6505.** [C3040]**J. BEART & Co., Ltd., offer:—****1951** Austin A40 Devon saloon, black with brown upholstery, recently decarbonized; £425.**1954** Austin A40 Somerset drop head coupe, low mileage, excellent condition throughout; £585.—102, London Rd. and High St., Kingston-on-Thames, Kingston 5346. [C1081]**H. SAUNDERS, Ltd., offer:—****1953** Austin A40 Somerset saloon, black, red upholstery, heater; £545.**AUSTIN EIGHT****SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—****1947** Austin 8 4-door saloon; £225—355. High Rd., Wembley, Middx. Tel. Wembley 2312. [C4016]**1947** Austin 8, splendid vehicle, Ace Rumbelows, £330.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]**1940** Austin 8 saloon, '47 features, excellent condition; £185; exchange terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 5976 and 5986. [C3034]**Austin Eight Cars Wanted****PRIVATELY owned Austin 8-14/15, Streatham High Rd., Streatham 9607.** [C2037]**ROWLAND SMITH'S, the Car Buyers**.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham 6041.**H. F. EDWARDS** are keen to buy good Austin 8 cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]**ARROW-IN-FURNESSE**.—New Car Valeting Service, Greengate St., Tel. Arrow-in-Furnes 5.—We exchange 2-car models, low mileage, cars and vans at highest prices. [C6984]**RAYMOND WAY****RAYMOND WAY of Kilburn.****RAYMOND WAY, the hire-purchase specialists.****1947** Austin 10 de luxe saloon, immaculate black coachwork with brown leather upholstery, excellent mechanical order, one change of ownership only; 299,000 miles.**HIRE** purchase terms on the spot with no references, no formalities or guarantees. Part exchange on your existing motor cycle or car. Always 200 cars under £400 to choose from.**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.8.

R. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047]

R. OSBELL MOTORS offer:—**1949** Austin 10 saloon; £225.**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9288.** [C3060]**MAKIN & HARRISON OF CLEISWELL**.**£315**—1946 Austin 10 4-door saloon, recent respray, grey with blue leather, exceptionally clean.—922, High Rd., W.4. Chiswick 0558. [C3071]**SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—****1946** Austin 10, 12/2—355. High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]**1947** Austin 10 saloon, black, recent reconditioned engine, good tyres; £315.**X-LINE SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333** [C4069]

AUSTIN TEN

1947 Austin 10 saloon, magnificent, guaranteed payments—Vaughan, 37, Astwood Mews, S.W.7. Tel. 1319. [C4078]**1946** Austin 10 saloon, black, heater, very good condition; £310.—Crisp, "Prunus," Pine Glen Ave., Fernown, Dorset. Tel. Ferndown 2687. [C4074]**£365**!!—The finest Austin 10 we have recently had, although 1949 the bodywork in 1954 condition, mechanically 100%, an irreplaceable beauty.**LAMES OF WOOD GREEN** (Est. 1897), 100 guarantee, car exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2058]**125** gns.—Austin 10, 1937, Cambridge saloon, sliding head, nester; £250.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**Austin Ten Cars Wanted****R****ROWLAND SMITH'S, the Car Buyers**.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham 6041.**H. A. SAUNDERS** require 10hp saloons for cash or part exchange.—14-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]**Austin Ten Cars Wanted****W****HAROLD PERRY, Ltd., 1105-1111, High Rd., W.3. W. Whetstone 220. Tel. Hillside 6621, offers:—****1954** Austin 10, beige, nester; £405.**1953** Austin 10, beige, nester; £405.**1952** Austin 10, beige, nester; £405.**1951** Austin 10, beige, nester; £405.**1950** Austin 10, beige, nester; £405.**1949** Austin 10, beige, nester; £405.**1948** Austin 10, beige, nester; £405.**1947** Austin 10, beige, nester; £405.**1946** Austin 10, beige, nester; £405.**1945** Austin 10, beige, nester; £405.**1944** Austin 10, beige, nester; £405.**1943** Austin 10, beige, nester; £405.**1942** Austin 10, beige, nester; £405.**1941** Austin 10, beige, nester; £405.**1940** Austin 10, beige, nester; £405.**1939** Austin 10, beige, nester; £405.**1938** Austin 10, beige, nester; £405.**1937** Austin 10, beige, nester; £405.**1936** Austin 10, beige, nester; £405.**1935** Austin 10, beige, nester; £405.**1934** Austin 10, beige, nester; £405.**1933** Austin 10, beige, nester; £405.**1932** Austin 10, beige, nester; £405.**1931** Austin 10, beige, nester; £405.**1930** Austin 10, beige, nester; £405.**1929** Austin 10, beige, nester; £405.**1928** Austin 10, beige, nester; £405.**1927** Austin 10, beige, nester; £405.**1926** Austin 10, beige, nester; £405.**1925** Austin 10, beige, nester; £405.**1924** Austin 10, beige, nester; £405.**1923** Austin 10, beige, nester; £405.**1922** Austin 10, beige, nester; £405.**1921** Austin 10, beige, nester; £405.**1920** Austin 10, beige, nester; £405.**1919** Austin 10, beige, nester; £405.**1918** Austin 10, beige, nester; £405.**1917** Austin 10, beige, nester; £405.**1916** Austin 10, beige, nester; £405.**1915** Austin 10, beige, nester; £405.**1914** Austin 10, beige, nester; £405.**1913** Austin 10, beige, nester; £405.**1912** Austin 10, beige, nester; £405.**1911** Austin 10, beige, nester; £405.**1910** Austin 10, beige, nester; £405.**1909** Austin 10, beige, nester; £405.**1908** Austin 10, beige, nester; £405.**1907** Austin 10, beige, nester; £405.**1906** Austin 10, beige, nester; £405.**1905** Austin 10, beige, nester; £405.**1904** Austin 10, beige, nester; £405.**1903** Austin 10, beige, nester; £405.**1902** Austin 10, beige, nester; £405.**1901** Austin 10, beige, nester; £405.**1900** Austin 10, beige, nester; £405.**1899** Austin 10, beige, nester; £405.**1898** Austin 10, beige, nester; £405.**1897** Austin 10, beige, nester; £405.**1896** Austin 10, beige, nester; £405.**1895** Austin 10, beige, nester; £405.**1894** Austin 10, beige, nester; £405.**1893** Austin 10, beige, nester; £405.**1892** Austin 10, beige, nester; £405.**1891** Austin 10, beige, nester; £405.**1890** Austin 10, beige, nester; £405.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70

HEARS Heares Heares. We can supply deck heares on the A70 chassis. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond, Surrey, [CI102]

**SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1951 Austin A70 Countryman, £645; 1951 Austin A70 Atlantic, £745; 1952 Austin A70, one owner, £475—550, High Rd., Wembley, Middlesex, Tel. Wembley 4422.**

1950 (June) Hampshire de luxe saloon, fawn with brown hide, heater, low mileage, £365.—Below.

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 18,000 miles, has condition throughout, £355.—Robins, East Putney, Tel. Putney 7861.

1954 Austin Hereford, green with brown leather upholstery and fitted heater, one owner, low mileage, £375.

1953 Austin Hereford, green with brown leather upholstery, fitted heater, low mileage, while car as new, having been managing director's personal car; £355.—Waiters Motors, Ltd., 356, High St., Ponders End, Enfield, Tel. Howard 1646 or 1666.

1953 Austin A70 saloon, magnificent, guaranteed; £510; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1519. [CI4078]

AZ MOTORS offer 1953 Hereford, immaculate condition, £495/1; also 1950 Hampshire, £350!—Palmerton Rd., N.W.6. Tel. Mat. 4725.

MAY, 1955 Austin A70, black, fitted radio and heater, 18,000 miles, £600 or nearest offer.—Imperial Garage (Blackpool), Ltd., Tel. 21584. [C1027]

1951 Austin A70 Hereford saloon, one owner, excellent condition throughout, £610.—F. L. Bell Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 4600. [CI177]

£425 1950 Hampshire de luxe saloon, blue, radio, heater upholstery, £425.—A. E. Rimbelli, in good condition.—Tel. Putney 4600. [C1024]

1952 Austin A70 Hereford (Export), one previous owner, leather upholstery as new, link mats, heater, Ace Rimbelli, spot and rear lights, excellent condition, £495.—Tel. 2684. [C1024]

1953 (October) Austin A70 Hereford, grey blue hide, front roof, heater, sun visor, £625.—Changes—Maylor & Root, Ltd., 45, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

1953 (October) Austin A70 saloon, black with brown upholstery, heater, sun visor, £625.—Finishes, 22,000 miles, immaculate condition throughout, £545.—Brow Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [CI1083]

AUSTIN A70 Hereford saloon (1954, May), mileage 9,500, immaculate condition colour green, heated sunshade, real leather upholstery, one owner, very carefully maintained; £625. (July licensed) no dealers.—"Cleave," 23, Stockbridge Rd., Chichester, 2 mins. walk from station. [C1025]

Austin A70 Cars Wanted

CMAR LTD., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp Edgware Rd., N.W.9. Tel. 6501.

ALMOST NEW A70 required immediately, £545.—Strathmore Hill, S.W.2. Tulse Hill 2676. [C1016]

ROYAL SMITH'S the Car Buyers—Highest cash prices for Austin A70 and A90.—Hampstead Tube, N.W.3. Ham 6041. [C1016]

HEADWARDS are keen to buy good Austin A70 cars and will give excellent cash prices, distance no object.—Details please, 26-34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

AUSTIN A90

BENTALLS, Ltd., 199, New Bond St., W.1. Tel. 2093.

1952 Austin A90 Atlantic, grey, radio, heater, loose seat covers; £540.—Kingston-on-Thames, Kingston 1001. [CI1093]

CAR MART, Ltd.,

AUSTIN London distributors.

1952 Austin A90 Atlantic saloon, heater, black with red upholstery, £455.

1955 Austin A90 Westminster de luxe saloon, heater, blue with blue and beige upholstery, £745.

CAR MART, Ltd., 163 Bromley Rd., Catford, S.E.6. Higher Green 1001. [CI1039]

RAYMOND WAY.

RAYMOND WAY, the hire-purchase specialists.

1952 Austin A90 hardtop saloon, a superb example, radio and heater, one owner, Tytan seat covers, terrific performance; £750s.

HIRE PURCHASE on the spot with no references, no formal test or guarantee. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maidstone 5004, connecting all branches and 150 parts, Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

1951 Austin A90 saloon, radio, heater, perfect; £595.

SCOOT CARS, 347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779-8676. [C1016/1]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A90 saloon, R. & H. £495—550, High Rd., Wembley, Middlesex. Tel. Wembley 4422.

A90 51 saloon; £395; resprayed, rechromed, excellent condition, 20,000 miles.—Finchley 2190.

1955 Austin A90 saloon, beige; £775.—University Motors, Ltd., 60, Piccadilly, W.1. Grosvenor 4141. [C1040]

AUSTIN A90

£475—Austin A90 1950-1 all-electric convertible, superb performance and condition; many other cars.

BENMOTORS, 1, Garrendon Rd., Holland Park, London W.11. Tel. 5066-7. (50-60, Holland Park Tube.) Exchanges, etc. [CI1017]

1950-1 A90 electric convertible; guaranteed; £390.

1951 Oldfield, 386, Kensington High St., W.14. Tel. Mat. 4723. [CI1011]

AZ MOTORS offer 1952 Atlantic saloon, one owner, real opportunity; £475!—Pamerton Rd., W.14. Tel. Mat. 4723. [CI1011]

1951 Austin A90 saloon, heater, radio, loose covers, in very good condition throughout, £445.

Cavendish Motors, Cavendish Rd., N.W.8. Tel. 6638.

1951 Austin A90 saloon, black, red leather, radio, heater, in spotless condition, wonderful performance, £495.—Hillside, 223, Hillside Mill Hill (London) 4232. [C1011]

1951 Austin A90 saloon, heater, radio, loose covers, in very good condition throughout, £445.

1951 Austin A90 Atlantic, black, red leather, radio, heater, in spotless condition, wonderful performance, £495.—Hillside, 223, Hillside Mill Hill (London) 4232. [C1011]

1951 Austin A90 Atlantic convertible, £495.

A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C1036]

£455—Austin A90 Atlantic convertible, green, fawn leather, heater, very fast and economical, £455.

Kings Motor, 1, High St., Ealing, Tel. 3202. [C1049]

1951 Austin A90 Atlantic, £495.—British & Colonial Motor, Ltd., 15-18, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

1951 (Oct.) Austin A90, Atlantic sports saloon, metallic, grey, grey hide, radio, heater, loose covers, £495.—Rimbelli, 16, Kingsland Road, Hackney, London, E.8. Tel. 0045. [C1027]

1951 Austin A90, £495.—British & Colonial Motor, Ltd., 15-18, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

1951 Austin A90, £495.—Gordon White & Co., Ltd., Gerrards Cross 7778-8. [C1027]

Austin A90 Cars Wanted

B. J. HUNTER, Ltd., offer:—

1955 Austin Westminster saloon, works mileage only, great saving; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

CMI SALES (Prix. 6625) offer:—

1955 Austin A90 Westminster de luxe, radio, 5,000 miles, one owner, taxed: £795.

THREE months' guarantee: terms: £10 on application.

Swiss Cottage, Finchley Rd., N.W.3. [C1051]

AUSTIN A90 Westminster de luxe saloon, £8,000 miles, £785.—Holland Park Automobiles, Park Lane 2626. [C2045]

1955 Austin A90 Westminster de luxe saloon, approx. 6,000 miles, £795.

1955 Austin A90 Westminster de luxe saloon, approx. 6,000 miles, £795.

1955 Austin A90 Westminster de luxe, £795.</

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

1950 Bristol 401 saloon heater, radio, screen throughout. £1.150.—Bob Gerard Cars, Abber Lane, Leicester Tel 6511-2-3-4-5, after 6 p.m. Thursdays 1295.

1951 Bristol 401, metallic green, beige upperside, radio, heater, leather. Michelin X tyres, immaculate throughout. £1.195, terms, exchanges, trade enquiries welcomed.—Service Station, Elm Park Court, Pincher Tel 4322 15986.

1948-9 Bristol 400 saloon, finished in beautiful dark blue metallic cellulose with lawn leather interior. Listed full complement of extras, superb example with terrific performance and a genuine 20,000 miles. We will be happy to demonstrate this car at £750.—Maidstone Engineering Co., Semisturh St., Maidstone, Manchester, 6 Pen 5457 [C5000].

CHESTER CHRYSLER MOTORS—The Service, Chester, West. We invite you to inspect the Bristol range, to invite your enquiry, demonstrations promptly arranged, confidential out-of-income facilities and part exchange, constantly changing range of used models available for your selection.—Tel: Bristol 25220.

Bristol Cars Wanted

J. H. BARTLEY will pay more for good Bristol—27, Pembroke Villas, W.11 [W1015].

405 403 or modified 401 Bristol required immediately by genuine private purchaser.—Box 7736.

R. OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube) N.W.3. Han 6041.

H. F. EDWARDS are keen to buy good Bristol cars and will pay excellent cash prices direct no object. Details please to 154 Great Titchfield St., London, W.1. Tel Langham 6012. [W2003].

B. S. Spares and Services
BASIL ROY, Ltd.—H.M.A. (Scout model), spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7255. [1014/R].

BUGATTI

BUGATTI now being rebuilt in our works from £350.—J. Lemon Burton 2, Lansdale Rd., N.W.5. Mat 1381.

Bugatti Spares and Services
J. LEMON BURTON, Bugatti service, Lansdale Rd., Kilburn, N.W.8. Gladstone 7677. [1007/R].

BUICK

TAYLOR & CRAWLEY offer:-
NEW and unregistered Buick Riviera 4-door saloon, double door, Dynaflow, radio, very latest and most modern goods. £635.—Taylor & Crawley, 42a South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6581.

SIMPSONS MOTORS (WEMBLEY), Ltd. American car specialists, full list see "American Cars". [C4015].

1947 r.h.d. saloon, immaculate: £635.—Manxfield Autos, Ltd. 48, Finchley Rd., London, W.1. Euston 2567.

£899—1948/50 series Buick saloon, right-hand drive model, very rare car, in impeccable condition. [C5000].

LAMBS OF WOOD GREEN (Est. 1897), 100 guarantees, car exchanges, hire purchase.—211-225, High Rd., Finchley (East Finchley Underground). Finchley 6222.

1955 Buick 4-door saloon, radio, heater, whitewall tires, very low mileage.—Joe Thompson (Motors), 91, Fulham Rd., South Kensington, S.W.3. Kensington 4858.

1955 Buick series 22 saloon, Dynaflow transmission, radio, heater power brakes/steering, etc., unregistered mileage 550.—Alfriston Garage, Ltd., Finsingal, Bradford Tel. 4121. [16088].

1952 Buick Dynaflow saloon silver, with club interior, 84d. radio and heater, super condition.—St. Ed's Radio and Heater, Super Automotives, Ltd., Queens Rd., Weybridge 235. [16304].

1954 Buick Special, Dynaflow, radio, heater, 16,000 miles, absolutely immaculate: £1,875.—Taylor & Crawley, Hyde Park Corner, 53, Grosvenor Crescent, Mews S.W.1. Tel Sloane 5213. [C4051].

Buick Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd. the Buick buyers Wembley 6891/3903. [W4015/R].

H. F. EDWARDS are keen to buy good Buick cars and will pay excellent cash prices, details no object. Details please to 26-34, Upper High St., Epsom, Surrey. Epsom 9000.

SOLE concessionaire, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121.

Buick Spares and Services
B. L. Jones, Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7011. [1014/R].

CADILLAC

CADILLAC 1950 44 4-door saloon, very low mileage, power steering, power brakes, every extra, a real masterpiece of craftsmanship. £1,795.—C. J. Warren, 88, Isambard, W.1. Weston 2068 or 1442. [C5111].

CADILLAC 4-door saloon, black chrome, Hydramatic, beautiful condition throughout, trim and inspection, £1,675, exchange preferred, price slightly recommended by B. Hingley 44, Warren St., W.1. Euston 3375.

1949 (Dec.) Cadillac convertible coupe in magnificient condition throughout, radio, heaters electrically operated windows, hood and seat, one owner.—27, Belgrave Mansions, Devonshire Place, Marylebone, W.1. Welbeck 1234. [C5092].

1954 wood rimmed dark blue, power steering and brakes, hydraulic drive, electrically operated windows and seat, heater, electro radio, whitewall tyres, many extras.—Joe Thompson (Motors) Ltd., 21, Fulham Rd., South Kensington S.W.3. Kensington 47008.

CADILLAC

1953 Cadillac model 60A, tau 5-6-seater, cream, red hide, black hood, fully power-operated, including steering, brakes, all windows, seat adjustments, hood and bonnet, an unusually striking model, in excellent condition, for those who like to inspect details, on request, £2,750, exchanges, deferred terms, JOHN S. TRUSCOTT LTD., 173 Westbourne Grove, W.11. Bayswater 4274. [C4056].

CADILLAC de luxe saloon, beige/stainless steel. Dec. 1953 registered July 1954, 12,000 miles, immaculate condition, two-stage Hydramatic drive, high compression engine, 110 b.h.p., 20 m.p.g., automatic head light dipper, nylon loose covers, heater, demister, station seeking radio with twin speakers, tinted screen, anti-glare glass all round, fog and reversing lights, this much sought after automobile is guaranteed in perfect condition; will accept smaller cars in part exchange, £2,800 o.n.o.—Biges Northern 114. [1023].

Cadillac Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd. the Cadillac buyers, Wembley 6891/3903. [W4015/R].

JOE THOMPSON (MOTORS), Ltd. require Cadillacs 1951-53. Fulham Rd., S.W.3. Kensington 4557. [W4005].

SOLE concessionaire, Lendrum & Hartman Ltd. will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7212. [10012/R].

Cadillac Spares and Services
CADILLAC 4-door saloon, Lendrum & Hartman Ltd., 173 Westbourne Grove, W.11. Tel. Elgar 7911. [10012/R].

CHEVROLET

Chevrolet 4-door sedan, bargain.

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016/2].

1949 Chevrolet 4-door saloon, radio heater, new, £1,250.—SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016/1].

1952 Chevrolet Powerglide convertible radio, 20,000 miles only, absolutely as new, £1,250.—SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016].

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4015].

1953 Chevrolet Bel-Air V8 4-dr. saloon, r.h.d., radio, heater, w.h.s. 5,000 miles. £1,745. [C4015].

1951 Chevrolet r.h.d. 4-dr. saloon de luxe, Powerglide, transmission, radio, heater, £945.—BRITISH & COLONIAL MOTORS LTD. (Distributors for London and Home Counties), 13-14, St. Martin's Lane, London, W.C.2. Tel. Temple Bar 5588.

1950 Chevrolet, radio, heater, sun roof, loose covers, new engine recently fitted, outstanding condition. [C4020].

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016].

1953 Chevrolet 4-door saloon, 10,000 miles only, grey, £1,150.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington 4558. [C4020].

1946 Chevrolet Stylemaster Continental drive 4-door, a good look at the bargain price of £735 or £725 depending. Brixton Motors, 180-184 West Lane, N.W.8. Tel. 91-95, Fulham Rd., South Kensington 4558. [C4024].

1954 Chevrolet Bel-Air Powerglide 2-door sports saloon, £1,215.—Alex Cowley (Automobiles), Ltd., The American Car Specialists, 15, Warren St., W.1. Tel. 2029-1113. [C4024].

1952 V8 4-dr. Chevrolet 4-door saloon April 1955 one owner, 9,000 miles, guaranteed, condition and appearance absolutely as new, colour beige over green, extras include radio, heater, washers, etc. overdrive, £1,725.—Clayton Cars (Sales), Ltd., 10, Weston, Tel. 2012, Brixton Place, London, W.1. Tel. Mayfair 4576. [C4020].

Chevrolet Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd. the Chevrolet buyers, Wembley 6891/3903. [W4015/R].

1955 Chevrolet wanted by private advertiser, £1,500 miles, £1,200, lowest price accepted for car, transference £610. [C4020].

BRITISH & COLONIAL MOTORS, Ltd. distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (S.E.1). Leicestershire Sq. Sub. Tel. 5586. [W1027/R].

CHEVROLET Spares and Services
Chevrolet Spares and Services for the United Kingdom hold stock of spares, same day service. B. & C. Concessions Ltd., 15/14, Upper St. Martin's Lane, London, W.C.2. Tel. Temple Bar 5588. [C4077/R].

CHEVROLET—Spares parts and service for cars and C trucks, the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 5011. [C4021/R].

CHRYSLER

JACK BOND, Vintage Auto.

£195—1939 Chrysler saloon, overdrive and radio, magnificent condition. [C4077/R].

VINTAGE AUTOS 105, Queensway, W.2. Tel. Bayswater 5862-6830. [C4079].

AUTOMALES (LONDON), Ltd. offer:-

1945 Chrysler Windsor saloon, r.h.d., fluid drive transmission, radio and heater, finished in black, brown hide interior, whole car equal to new, £595.—Belgrave Rd., N.W.6. Tel. 5855-2155. [C4080].

Chrysler Cars Wanted
AUTOMALES (LONDON), Ltd.

CHEVROLET distributors will purchase all types of vehicles 20-60 years old. Belgrave Rd., Swiss Cottage, N.W.6. Mat. 5555-2155. [C4083].

SIMPSONS MOTORS (WEMBLEY), Ltd. the Chrysler buyers, Wembley 6891/3903. [W4015/R].

Chrysler Spares and Services
Chrysler Spares and Services for all models, ex change reconditioned units in stock.—59-63 Bute St., N.W.6. Mat. 5855-2155. [C4085].

CHRYSLER distributors, spares for all models, ex change reconditioned units in stock.—59-63 Bute St., N.W.6. Mat. 5855-2155. [C4085].

CITROEN

HPG

1949 Light 15 sun saloon, one owner, just reconditioned, a specimen car, £455 or fair offer.

HIGHAMS PARK GARAGE, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206. Sunday 2031.

LEX GARAGE, Ltd.

DISTRIBUTORS for Citroen cars, Ace Corner, North Circular Rd., London, N.W.10.

RETAILERS and buyers of the finest used Citroen cars in England.—For details and demonstrations, Tel. 5585 or 7680. [C1058].

COMPTON & FULLER, Ltd. offer:-

1953 Citroen Light 15, pearl grey, micacloudy kept, £625.—Odeon Parade, Elmers End, Beckenham 2nd 5570. [C1110].

JOHN S. TRUSCOTT, Ltd. for Citroen.

ONLY the best examples are offered, details of current stock on demand, exchanges, deferred terms, delivery, 173, Westbourne Grove, W.11. Bayswater 4274. [C4035].

JOHN S. TRUSCOTT, Ltd. for the new DS19, earliest delivery, 173, Westbourne Grove, W.11. Bayswater 4274. [C4035].

SIMPSONS MOTORS (CARS) Ltd. English Car Sales Division offer:-

1936 Citroen 12, £2,150-355, High Rd., Wembley, Glidz. Tel. Wembley 4422. [C4015].

1950 throughout: £245.—Citroen Big 6, in excellent condition. [C4016].

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. 5855-2100-8676. [C4016].

CHEVROLET

Citroen Light 15, black, beige leather, immaculate throughout. [C4055].

DOUGLAS CAR SALES 21, High St., Waltham Cross, Tel. Waltham Cross 4023-4124. [C1075].

1949 Citroen Light 15, black, excellent condition. [C4046].

CITROM 12 1939 factory reconditioned gear box and clutch, new tyres, heater.—Brooklyn, Fields ad., Haslington, Crews. Tel. 4526. [C673].

1949 Citroen Light 15, dark grey, loose covers, underseat, heater, bargain, £260.—Bodgeline, 1075, Blackheath, S.E.3. Lee Green 5030.

1949 Citroen saloon, 1950, new tyres, loose covers, trial and inspection welcomed £450.—exchanges, deferred—B Ringle, 48, Warren St., W.1. Euston 3375. [C668].

1939 Citroen Light 15 saloon, black, red leather, excellent condition, negotiations as cost: £275.—Rex 194 Whitley Rd., Ru. slip, Middx., week ends. [C638].

£295—1948 Citroen Light 15, black, seat covers, very carefully used and superb condition.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middlesex, Tel. 0175. [C619].

C & **NORMAN** & **CO.** Citroen sole distributors for the County of London, Kent, Essex, and Essex county units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1058/B].

1947 Citroen Light 15, black, sunshine roof, recently sprayed, a overhaul at factory this year, engine overhauled, completed. Blumella wheel oil 20 p.m. gauge fitted, spot and stone guard. H.P. Surbiton Exmouth 6402. [C2050].

Citroen Cars Wanted

R. OWLAND SMITH'S.—The Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube) N.W.3. Han 6041. [C4018/R].

C & N MOTORS are very good buyers of Light 15—355 Finchley Rd., N.W.3. Hampstead 5712.

CITROEN L/15 wanted, 1953-54, immaculate, from private owner.—Johnson, 12, Low Teatree St., Bishop Auckland, Co. Durham. [C538].

Citroen Spares and Service

SOUTH of the **HAMES**.

BALES of Croydon, distributors and specialists for over 25 years: repairs, overhauls and spares.—Tel. Croydon 3131-2. [C1077/R].

SHRIMPTON'S MOTORS, Ltd. Distributors. W.4 Showrooms 342-4, Bromley Rd., S.W.3. Ken 2464.

SPARES and Service: 132-143, High Rd., Chiswick W.4 (Chris 6159), and 47, Montrose Place, Hainkyn St., S.W.1 (Sloane 5490). [C1072/B].

BOWER ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bux 2284), specialists on Citroen body repairs and reconditioning, overhauled, swivel joints reconditioned 48 hrs.; all spares stocked. [C1058/R].

CONNAGHT

1952 Connagh 1,770cc 2-seater, r.t.s., except temporary condition, over 100mph. £460.—Johnson, 208-210 High St., Bromley, Ravenscourt 8641-2. [C207].

CAR MART, Ltd.

1952 Daimler 2½-litre Consort saloon, radio, heater, black, with brown upholstery. £460.—CAR MART, Ltd. 297, Euston Rd., London, N.W.1. Euston 1212. [C103].

SLOCUMS, Ltd.

1952 Daimler Consort, black, low mileage, fine order, £725, union guarantee; terms, part exchanges cars or motor cycles.—39-53, Duddon Hill Lane, N.W.10. Willenhall 4868. [C401].

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available, see our advertisement under "Daimler Cars".

DENHAM'S GARAGE (ESHER), Ltd. Tel. 2021 Esher Surrey.

1951 Daimler Consort, heater, radio, £1,000. [C1101].

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8776. [C401].

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

B. J. HUNTER, Ltd., offer:
1951 Daimler Consort saloon, chauffeur driven, wonderful condition; £700.
B. J. HUNTER, Ltd., 2nd Floor, Hickwood Broadway, N.W.2. Tel. Gladstone 8303. [C2040]

JACK BOND, of Vintage Autos.
£465—Daimler 2½ litre 1948 sports saloon, low mileage, radio, magnificent.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5292 and 5330. [C4079]

B. BROOKLANDS. Daimler retailers.

NEW Daimler Century saloon, pre-tax increase.

1954 Daimler Century saloon, 11,500 miles.

1951 Daimler Barker special sports coupe.

CARS purchased for cash: guarantee.

103. New Bond St., London, W.1. Mayfair 8851. [C1029]

S. STRATSTONE, Ltd., Daimler distributors.

DAIMLER 3½-litre Regency saloon (May, 1955), silver and maroon, red leather; £1,975.

DAIMLER 2½-litre Century saloon (July, 1954), light green, 10,000 miles; £1,350.

DAIMLER 2½-litre special sports coupe (May, 1952), grey leather; £1,225.

DAIMLER 2½-litre Conquest saloon (Sept., 1953), white, olive leather; £1,050.

DAIMLER 2½-litre Consort saloon (Sept., 1951), dark green, red leather; £1,050.

S. STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022]

GUY RANSOM AUTOMOBILES offer:

1955 Daimler 2½-litre Hooper Empress saloon, this has only covered 2,500 miles is fitted with electrically operated push-button windows, a magnificent radio installation and, of course, heating and demisting. It is fitted with the very latest 140bhp engine, truck, a most attractive and unusual sports car with substantial saving under list price offered; £1,625.—Portsmouth Rd., Thames Ditton, Surrey. 5521-2-3.

S. SWANMORE GARAGE, Ltd., Bournemouth.
£595—Daimler 1950 drop head coupe, in very nice condition.
£695—Daimler 1951 Consort saloon.

£1145—Daimler 1952 special drop head, very attractive.

£1075—Daimler 1954 Conquest saloon, one owner, guaranteed, terms available.

S. SWANMORE GARAGE, Ltd., 1176-1150, Christchurch Rd., Boscombe, Bournemouth (Southbourne). 45544. [C4024]

HENDON CENTRAL GARAGE, Ltd., offer:

1937 Daimler 15 sports saloon; this car is in immaculate condition throughout and must be seen to be appreciated, unmarked and in new condition; £275.—Watford Way, Hendon Central, N.W.3 Tel. Hendon 2015. [C2054]

C. CHARLES FOLLETT, Ltd., officially Daimler Agents, offer:
1954 Conquest saloon, dark blue, black hide, radio, heater, one owner, supplied and maintained by us, 10,000 miles, guarantee, H.P. facilities.

S. HOWBROOKS—16, Berkley St., W.1. Mayfair 8266. SERVICE—Works and Stores, Barnsdale Yard, of Elgin, Avon, W.9. Tunbridge Wells 536. [C2010]

A & S. SERVICE—Works and Stores, Barnsdale Yard, of Elgin, Avon, W.9. Tunbridge Wells 536. [C2010]

L. LIMOUSINES, 1958 EL24hp, seven passenger, partition and wide face forward seats, cloth in rear, £425.

A & P. SAUNDERS (Limousines Purchased)—Providence Court, North Audley Street, Mayfair 2020. [C1000]

1939 (March) Daimler EL24 7-passenger limousine, face-forward occasional; £145.

G. GEORGE NEWMAN & Sons, Euston Rd., London, N.W.1. Eus. 4466.
£635—1954 Daimler Conquest 2½-litre de luxe saloon, only two owners, specimen condition.

L. AMBS OF WOOD GREEN (Est. 1957), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052]

D. DODGE 2½-litre sun saloon, black/red, heater, many extras, taxed; £75; excellent value.

W. WELHAM, Surbiton Hill Rd., Surbiton, Elmbridge, 1673. [C4070]

A. CLAND & Tabor, Ltd., Welwyn, Herts. Welwyn 481-2-3. offer:
1948 Daimler 2½-litre saloon, finished black, excellent condition throughout; £425, maximum h.p. terms available.

1948 Daimler 2½-litre saloon, finished black, excellent condition throughout; £375, maximum h.p. terms available.

1954 Daimler Conquest saloon, one owner, 9,000 miles, one owner, 9-p.c. condition; £1,050.

R. IPOCO, Ltd. (Daimler Purchased)—Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

1955 cars—Spink, Ltd., Daimler Distributors, Bournville. Tel. 5405. Spares and service.

DAIMLER 2½-litre 1947, fitted radio, heater, taxed, owner maintained in splendid condition; 335gns.—Wes. 0628. [C699]

1955 Daimler Century saloon, 3,000 miles, only grey and maroon, immaculate car; 4 months guarantee. 5 Tel. Deangate 5325-6. [C2028]

G. GREEN & ZONIS, Ltd., 246-252, Deangate, Manchester, 5 Tel. Deangate 5325-6. [C2028]

1955 Daimler Conquest saloon black, radio, 8,000 miles; £1,325.—Vanderbilt's, 215, Haverstock Hill, N.W.3 Primrose 4441. [C4067]

D. DAIMLER—Always a good selection available at Cottrell & Jeffs, Ltd., Daimler Specialists, Bristol 2301. [C687/R]

DAIMLER

1950 Daimler Consort saloon, black/green, excellent condition.—Junham & Haines, 46, Castle St., Luton, 2100-1. [C1079]

£665—Daimler Consort saloon, 1952, a genuine one owner car, in almost entirely original condition in every respect, fitted heater, outstanding value.

CAMDEN MOTORS, Leighton Buzzard 2041: write for catalogue, showrooms open until 8 p.m. [C1035]

1950 Daimler 2½-litre drop head coupe, special sports Barker, original price; £2,560, our price; £950.—Anthony Crook, 2nd Flr., Essex St., London, W.C.2. [C1082]

DAIMLER 2½-litre special sports coupe by Barker black and white, one owner, radio, heater, etc. May, 1952; £1,075.—Woodes Garages, Ltd., High St., Weybridge 2268-9. [C3098]

1949 Daimler 2½-litre de luxe saloon, radio, one owner, original condition, 1949; £1,050. [C4016]

1947 (June) Daimler 2½-litre saloon, blue, blue, black, 1947, 2½-litre car, £2,850, part exchange, deferred terms.—Minilux Service, Ltd., 55, South Edward Square, Kensington, London, W.8. Weston 2269. [C3097]

525gns. Daimler 1949 2½-litre de luxe saloon, radio, heater, 1949, 2½-litre car, £1,050. [C4016]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

1954 (October) Prefect, 11,000 miles; garage maintained, one owner, heater, putty with blue upholstery; very pretty car; £595.—314, Park Ave., Southall, Middlesex. Sou. 4416. [C1031]

1953 Ford Prefect, green, one owner; £225;—Herbert & Mills, Church Rd., Ashford, Middx. T. 2960.

1953 Ford Prefect, very good condition, beige with brown upholstery, reconditioned engine just fitted; £355.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

1955 model Prefect grey, blue upholstery, low mileage; terms, exchanges.—D. F. Wyatt, Ltd., 31, St. John's Wood Green Rd., West Hampstead, London N.W.8. Hampstead 1404.

BARROW-IN-FURNES—1948 Ford Prefect, black, brown leather, guaranteed; £215; terms, exchanges.—New Car Valeting Service, Tel. Barrow-in-Furness 5.

BARROW-IN-FURNES—1953 Ford Prefect, black, beige red leather, guaranteed; £410; terms, exchanges.—New Car Valeting Service, Greengate St., Tel. Barrow-in-Furnes 5. [C1081]

1953 Ford Prefect, black, red leather interior, one owner, 16,000 miles, excellent condition, £110; maintained; £195.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0285. [C1065]

BARROW-IN-FURNES—1954 Ford Prefect, beige, blue interior, heater, screen washers, outstanding example, guaranteed; £595; terms, exchanges.—New Car Valeting Service, Greengate St., Tel. Barrow-in-Furnes 5. [C1081]

1947 Ford Prefect saloon, black/green leather, 3 months' guarantees; £275.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandye 1166.

1948 Ford 10 Prefect saloon, leather, taxed, good; £295; trade enquiries welcomed; terms, exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 6884.

A last Ford owners, S.U. carb, L.S.U. petrol pump conversion kit incorporating new latest dash pot control, 1953 model, 10,000 miles, good condition, winter starting, fading, jet troubles, gain increased performance, max. mpg; £95, bargain kit complete, carriage paid—Send c.w.o. to Parkes Auto's, Woodview, Bucknall, nr. Macclesfield. [C1028]

Ford Prefect Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham 6041. [W4018-R]

BARROW-IN-FURNES—New Car Valeting Service, Greengate St., Tel. Barrow-in-Furnes 5.—We purchase all post-war models, low mileage, cars and at highest prices. [C1035]

Ford Ten Cars Wanted

MARSTON MOTOR CO. LTD. for your Ford 10.—Te. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [C1079 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube). [W4018 R] Ham 6041

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1954 Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition; £625.

1953 Underslung, 1950s horn; £550.—
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C1042]

A1 at Browns

1954 Ford Consul, black, heater, windscreen horns. £595.—J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham 2254. [C1025]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase specialists.

1952 Ford Consul saloon, two-tone Zodiac colours, carefully driven and maintained; £695.—

HIRE Purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 car under £4000.—RAYMOND WAY, Kilburn, N.W.6.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

SLOCOMBE'S, Ltd.

1954 Consul convertible, ivory, off-white interior trim, green Vynide hood, fitted heater; £545; unique guarantee; terms, part exchanges cars or motor cycles.—33, St. Dudden Hill Lane, N.W.10. Willmenden 4669. [C4017]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1953 Ford Consul saloon, fitted heater, low mileage, one owner; £535.—Metropolitan Motors, Horn Lane, Acton W.3. Acorn 5064. [C3080]

GUY SALMON AUTOMOBILES offer:—

1954 Ford Consul, black/red upholstery, heater, etc., 14,000 miles only from new, faultless condition; £595.—Emberbrook 5581-2-3. [C4001]

ALLAN TAYLOR (MOTORS), Ltd. offer:—

1953 (October) Ford Consul, black, leather and heater, taxed December; £555.

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £530.

HIGH ST. Wandsworth, S.W.18. Tel. Vandye 7222 (10 lines). [C2381]

FORD CONSUL

CAR MART, Ltd., Austin London Distributors.

1954 Ford Consul saloon, heater, black with red upholstery; £575.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 2000. [C1039]

1953 (November) Ford Consul saloon, Bristol fawn, leather and heater; £565.

1954 Ford Consul saloon, heater, red interior up-holstery; £595.

FERRARI'S OF CRICKLEWOOD, Ltd., 300-320, Cricklewood Broadway, London N.W.2. Grosvenor 2242. Open week-days 8 a.m. to 6 p.m. [C1008]

1953 Ford Consul saloon, 14,000 miles, heater, leather, superb condition; £575, unmarked.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, G. Middlesex. Mol. 6109. [C1053]

1955 Ford Consul saloon, 230 miles; exchanges, etc.—Auto-work, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1954 model Consul, black, leather, heater, etc.; £575.—Tel. 1395-5 Morley, 54, Streatham Hill, S.W.2. Tel. 4468. [C1016]

WHY second-hand? New saloons and convertibles from stock—Sharwood Motors, 32, Uxbridge Rd., W.5. Ealing 1475. [C2121]

1954 Ford Consul, Canterbury green, one owner, radio, heater, screen washers, outstanding example; £575; exchanges, deferred terms.

J. W. WILSON, 18, Uxbridge Rd., 175, Westbourne Grove, Bayswater 4274. [C1035]

1955 Ford Consul, green/fawn, radio, heater, low mileage as new, taxed year; £645.—L. P. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078]

1951 (Gate) saloon, one owner, fully air conditioned, all original parts, guaranteed mileage 20,000, £475; no others.—Tel. 6631 Bedford. [C1094]

1953 Ford Consul saloon, fawn, fitted radio, heater, wing mirrors; £565.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1074]

1952 Ford Consul, one owner, black/beige leather, fitted heater, 19,000 miles; £475.—Garages, Ltd., 42, Worle Rd., S.W.19. Wimborne 0195. [C1054]

1954 Ford Consul saloon, black, red leather up-holstery, heater, one owner, genuine 5,000 miles only, absolutely perfect, 3 months' guarantee.

C & W. MOTORS Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6226 (5 lines). [C1061]

1954 Ford Consul saloon, black, red leather, 19,000 miles, one owner, as new, guaranteed.

1955 Kings Motors, 1, High St., Hounslow. Tel. 5352. [C2049]

1954 Consul saloon, black, red leather up-holstery, heater, one owner, genuine 5,000 miles only, absolutely perfect, 3 months' guarantee.

1954 Ford Consul saloon, black, red leather, 19,000 miles, one owner, as new, guaranteed.

1955 Ford Zephyr, black, with red leather, heater, radio, wing mirrors; £565.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1074]

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FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1954 Zephyr 6 saloon, black with red leather up-holstery, heater, radio, twin fog lamps, mileage 5,500, excellent condition; £635.

1953 Zephyr 6 saloon, black with red leather up-holstery, heater, radio, twin fog lamps, mileage 5,500, low miles, excellent condition; £635.

1955 Zephyr 6 saloon, black with blue upholstery, heater, radio, twin wing mirrors, mileage 4,500, virtually as new, one owner, immaculate; £665.

1955 Zephyr 6 saloon, Bristol fawn with red leather up-holstery, heater, radio, radio, sun visor, sealed, twin fog lamps, electric switch, link mats, reversing light, seat covers, twin wing mirrors, Ace Rimblissers, balanced wheels, windscreens washers, interior bonnet light, vanity mirror, mileage 5,500, one owner, as new, maintained and in absolutely immaculate condition; £750.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C1048]

BENTALLS, Ltd.

1953 Ford Zephyr, green with green upholstery, radio, and heater; £515.—Kingston 1001. [C1095]

H. BEART & Co., Ltd., offer:—

1955 Ford Zephyr saloon, beautifully maintained by one careful owner; £650.—102, London Rd. and High St., Kingston-on-Thames. [C1061]

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Zephyr saloon, black, radio, heater, covers, 13,000 miles; part exchange, deferred terms, 4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3.

GLANFIELD LAWRENCE offer:—

1953 Ford Zephyr saloon, in twin tone colours, grey and green, one owner, standing condition, fully guaranteed; £555.—407, High Rd., N.12. Finchley 0091. [C1055]

WOOD & LAMBERT, main dealers.

1954 Ford Zephyr saloon with red leather, heater, radio, wing mirrors; £565.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1050]

AUTOSALES (LONDON), Ltd., offer:—

1955 Ford Zephyr saloon, 9,000 miles only, one owner, unmarked; £675-59-65. [C1050]

GORDON CARS (LONDON), Ltd., offer:—

1953 Ford Zephyr convertible, leather, one owner; £745.

1954 Ford Zephyr convertible, radio, heater, leather, one owner; £795.

1954 Ford Zephyr, black, in excellent condition; £605.—73, Euston Rd., N.W.1. Bus 661. [C1023]

1955 Ford Zephyr, black, all extras; £675.

PARSONS & PARSONS (GARAGES), Ltd., Potters Bar, Hertfordshire.

1955 Ford Zephyr, grey, hide, heater, 1,000 miles. £745.

1956 Park Lane, W.1. Hyde Park 4966; 774, Ealing 2000; and 38, Alperton, Middx. Perville 3586; and 6, S. and 12, Sandringham Rd., Catford, S.E.6. Bittern 0066. [C1066]

1954 Ford Zephyr, very low mileage, leather, etc.; £625.

1953 Ford Zephyr, as new; £555.—Cavendish Motors, Cavendish Way, N.W.1. Tel. 0046. [C1024]

1954 model Zephyr, black, radio, heater, low mileage, immaculate; £565.

BRENT & GARAGE, Hendon, N.W.11. [C1097]

1953 Ford Zephyr, one owner; £545; 8 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey, Mountview 5228 and 5774. [C1054]

1952 (September) Ford Zephyr saloon, radio and heater; £525.

1953 Ford Zephyr saloon; £535.—Monroe Motors, 2, Buxton Road, Stockwell 1171. [C1066]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. offer:—

1953 Ford Zephyr saloon, finished black, red upholstery, radio, heater, many extras, excellent condition throughout; £585; maximum h.p. terms available.

£499!!—1953 Ford Zephyr black saloon, two owners, excellently maintained, bargain price; £500.

LAMBS OF WOOD GREEN (Est. 1897); 100 guarantee cars; exchanges; hire purchase.—421-423 High Rd., Finchley (East Finchley Underground). [C1062]

1953 Ford Zephyr saloon, one owner, black, heater; £550.—Hale Motors, Ltd., Tel. 7771. [C2077]

1953 Ford Zephyr, black, saloon, £535.—Monroe Motors, 2, Buxton Road, Stockwell 1171. [C1066]

1953 (Sept.) Ford Zephyr saloon, blue, leather and heater, very low mileage; an immaculate car; 3 months' guarantee; £554.

C. W. MOTORS Ltd., 3, Blackfriars 5226 (5 lines). [C1061]

1955 Zephyr conv., power hood, leather, heater, 5,000 miles, taxed and ins.; £600.—Miller, Holdenhurst Rd., Heckfield, Hants. Tel. 15. [C1018]

FORD Zephyr, November 1952, with all extras director's car, in good condition.—Tel. Popesgrove 5404 or home 00922 3870. £500 o.n.o. [C1064]

1953 Ford Zephyr, green with white leather up-holstery; £575 deposit £192.

MCLAREN & COX, Ltd., 923, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6596-7-8. [C1053]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

GLENFIELD LAWRENCE offer:-
1950 Hillman Minx saloon, Phase III, in black, excellent condition, £425—407, High Rd., N.12, Finchley 0091. [C2053]

H. A. SAUNDERS, Ltd., offer:-

1953 Hillman Minx saloon (Californian model), ivory, red with red upholstery, heater, £555. Hillman Minx saloon, black, red upholstery; £535.

1954 Hillman Minx saloon, black, red upholstery; £535.

1955 Hillman Minx saloon (ohv engine), black, red upholstery, £645.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

WARRIWIC WRIGHT, Ltd., offer:-

1955 Hillman Mark VIII Californian hard-top, black and red with red upholstery, radio and heater, 10,000 miles; £725, and in cream/red top, low mileage.

1954 Hillman Minx Mark VII saloons, all standard extras, 10,000 miles; £650.

1955 Hillman Minx Mark VIII saloons, all standard colours, low mileage; from £645.

1955 Hillman Minx Mark VIII convertible coupe, black with red upholstery, 8,000 miles; £695.

1955 Hillman Mark VIII estate car, dual greenယယ်ယယ်, 10,000 miles; £725.

WARRIWIC WRIGHT, Ltd., 190, New Bond St., W.1, Mayfair 9761. [C4045]

MAKIN & HARRISON OF CHISWICK.

£305—1947 Hillman Minx 4-door sun saloon, 10,000 miles; 10—very smart car, 492-6, High Rd., W.4, Chiswick 0558. [C3071]

HENDON CENTRAL GARAGE, Ltd., offer:-

1954 Hillman Minx saloon, fitted heater, taxed till end of year, low mileage and absolutely unmarked; £500. Hillman Minx saloon; £485.

1952 Hillman Minx saloon; £485.

1949 Hillman Minx saloon; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

INVITE to inspect our comprehensive stock of used Hillman Minxes.

1954 Hillman Minx, radio, heater, many other extras; £600. Hillman Minx; £430.

1949 Hillman Minx; £375.

MARLBOROUGH WORK, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

PHOENIX MOTOR CO. (SURREY), Ltd., offer:-

1955 Hillman Minx Mark VIII saloon, in claret, one owner, 10,000 miles only; £685.

1954 Hillman Minx, black, radio, heater, many other extras; £600. Hillman Minx; £430.

1952 Hillman Minx; £375.

1949 Hillman Minx; £375.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C3044]

1954 Hillman Minx saloon, low mileage; £575.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division, offer:-

1946 Hillman Minx; £300; 1940 Hillman Minx; £185. 1947 Hillman Minx; £315. 1939 Hillman Minx, black, £185; 1951 Hillman Minx; £445.

1952 Hillman Minx Mark V saloon, black with red interior, very good condition; £465.

1951 Hillman Minx, one owner, 19,000 miles; £425. Hillman Minx; £475.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C3044]

1954 Hillman Minx saloon, low mileage; £575.

1949 Hillman Minx; £375.

1946 Hillman Minx; £300.—Montreux Motors, Fipping New Rd., Buckhurst 1171. [C3088]

1947 Hillman Minx 4-door sal.; £255; terms; £1947. Worthing, Sx 1839. [C4027]

1952 Hillman, heater, leather, exceptional condition; £460.—Haynes, Maidstone 2239. [C4015]

1949 Hillman Minx, excellent condition, heater; £305.—Kirkgate Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

1954 Hillman Minx saloon, one owner, splendid equipment includes heater and radio, loose covers; £595.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Glottenham 2343. Open weekdays 8 a.m. to 6 p.m. [C2008]

1950 model Hillman Minx Mark IV saloon, black, red leather, exceptional condition; £425, below.

1953 Hillman Minx Mark VI saloon, black, red leather, exceptional condition throughout; £495.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

1953 (November) Hillman estate car, heater, one owner; terms, best offer over £400.—Wm. 0703. [C4019]

AZ MOTORS offer 1952 convertible, absolute bargain, £425!!!—Palmerston Rd., N.W.8. Tel. Mai. 4723. [C1011]

1952 Hillman Minx saloon, blue/red, heater, one owner; £475.—Dolmans, Ltd., Hillman Agents, Staines 801. [C1074]

1946 Hillman Minx de luxe saloon, quite superb condition; £265.—Leatherhead Garage, Ltd., Leatherhead 5771. [C4000]

1954 Hillman, wireless and heater.—Percy D. Gilmour, Ltd., 36, Oxfordshire Rd., Ealing 7947. [C4039]

1952 (August) Hillman Minx saloon, quartz blue/red, 23,000 miles, one owner, taxed year, specimen condition; £475.

ALTFWOOD GARAGE, Altfwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

1950 Hillman, Phase IV saloon, magnificent, glistening; £355. payments.—Vaughan, 17, Aslwood Mews, S.W.7. Tel. 1519. [C4078]

HILLMAN 10

1950 model Hillman Minx, in good condition throughout, one owner, heater, taxes; £525—110, Battersea Rise, S.W.11. Battersea 0549. [C1095]

1955 series Hillman Minx saloon, delivery mileage; exchanges etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

ONly one new 1956 model Mini convertible, Tyrolean Links Garage, Collier Row, Romford 3882. [C6988]

1954 Hillman Minx saloon, Mark VII, fitted heater, etc., one owner, taxed year; £555.—W.H. Baker, Ltd., Wallington Rd., Tel. 2281. [C1009]

1945 Hillman Minx saloon, heater, taxes; £500. excellent condition terms—Autoworks Ltd., Balham High Rd., Balham 1509. [C1009]

£300—1947 Hillman 10 de luxe saloon, loose covers, excellent condition; terms—Autoworks, 5, Balham High Rd., Balham 1509. [C1009]

1954 Hillman Minx Mark VII saloon, green with red upholstery, one owner, excellent condition throughout; £545.—Below.

1953 Hillman Minx black, one owner, low mileage; £550.—Bren Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. [C1085]

1955 Hillman Californian saloon, quite new condition; exchanges etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1955 (series) 18/11/54 Hillman Minx saloon, Mark VIII, black/red, 16,000 miles, one owner, taxed year, heater, car immaculate; £500. [C1010]

ALTFWOOD GARAGE, Altfwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107/1]

£495—1951 Hillman Mk. VI saloon, black/red leather, loose covers, good tyres, a nice condition one owner, 10,000 miles; £500. [C1011]

£525—Hillman Mk. VI saloon, green, light fawn leather, a beautiful condition one owner, car, 22,000 miles only, fitted heater, good tyres, tax-exempt. R. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C5011]

1950 Hillman Minx, carefully maintained inside and out, one owner, going abroad; £625.—Henley Down House, Lamberhurst, Kent, Tel. 274-5. [C5010]

1950 Minx saloon, green, maroon interior, heater, fog lamp and seat covers, very well maintained car; £415.—Robbins, East Putney, Tel. 6958. [C5010]

£465!!—1952 Hillman Minx de luxe saloon, beautiful bodywork, immaculate leather upholstery, only 2 owners, 24,000 miles; choice also 1950 and 1953 models. [C5011]

LAMBS OF WOOD GREEN (Est. 1897).—100 guarantees, exchanges, etc.—Lambeth Garage, 421-423, High Rd., Finchley (East Finchley) Undergound. Finchley 6222. [C2028]

1953 Hillman Minx black/red, one owner; £475. exchanges.—Naylor & Root, Ltd., 25, East Wandsworth Rd., Wandsworth (few minutes Clapham Junction) Bat. 2232. [C3022]

1955 Hillman Californian hard top, red, cream interior, and driver only, recently reconditioned, unblemished; £685.—Upton, 123, Hough Lane, Womwell, Yorks. Tel. Wombwell 5116. [C6966]

635—Hillman Minx, June, 1955, phase VII saloon, spare unused, practical new; terms, exchanges.—Rowland Smith, below.

545—Hillman Minx, 1954, phase VII saloon, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

475—Hillman Minx, 1952, phase V convertible, excellent condition; terms, exchanges.—Rowland Smith, below.

245—Hillman Minx, late 1941, de luxe saloon, sliding side door, leather, good tyres, excellent condition; terms, exchanges; 1st; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) 6041. [C4018]

1953 (Oct.) Hillman Minx, one owner, heater, new tyres, immaculate coachwork, first owner would put in excellent order throughout; £500. See Hornchurch. Brentwood 513 after 8 p.m. [C6845]

1952 Hillman Minx convertible, one owner, original condition; inside and out, finished dove blue, red leather, 22,000 miles, genuine, terms welcome; £455.—Flaxman 7638. [C1105]

1955 (July) Hillman Minx drop head coupe, green, 10,000 miles, immaculate condition, fitted heater, covers, cost £750, would accept £650.—E. Cox, 91 Tenterfield Rd., Wolverhampton 23274. [C6755]

1949 Hillman Minx Phase 3 saloon, beige, red interior, fitted heater, wing mirrors, tyres almost new; excellent value; £425.—Hillwood Motors, Mill Hill (London) 4252. [C6841]

1953 Hillman Minx, one owner, low mileage; £545. Tel. 6482. Tel. 6482, part exchange welcomed.—Herbert & Mills, Chiswick Rd., Ashford, Middle Tel. 2960. [C2035]

PRIDE & CLARKE, Ltd.—1955 Hillman Mark VIII ohv saloon, 5,000 miles; £629. 1954, low mileage, heater, from £529; 1953, heater, £449.—Stockwell Rd., S.W.9. Brixton 6251. [C3008]

1955 Hillman Minx de luxe saloon, Mark VIII, golden sand, red upperside, guaranteed 2,510 miles, first year; £625. Tel. 6454. Undercover, £625.—B. Cox, 91 Tenterfield Rd., Wolverhampton 23274. [C6755]

1954 Hillman Minx saloon, black, red leather interior, fitted heater and other extras, in superb condition throughout; £575.—R. S. Currie & Co., Ltd., 103, Westbourne Grove, W.2. Baywater 0085. [C1065]

1947 Hillman Minx saloon, exceptional throughout; £265. terms, exchanges welcomed; terms, exchanges.—Red Rose Automobiles, Ltd., 127, Park Lane, Ealing 7947. [C4039]

HILLMAN HUSKY

SIMPSONS MOTORS (WEMBLEY), Ltd., offer:-

1955 Hillman Husky; £550—555, High Rd., Wembley, Middx. Tel. Wembley 1422/3691. [C4015]

1955 (August) Hillman Husky, works mileage.

SOTT CARS, 347, Finchley Rd., London, N.W.5. Tel. Hampstead 7778/8676. [C4016]

HILLMAN HUSKY

1955 Hillman Husky, one owner, low mileage; DENHAM SERVICE STATION, Ltd., Denham Bucks. Tel. Denham 2266. [C1070]

1955 (Aug.) Husky, 3,000 miles, blue, heater, Undercover, one owner; £630—Kin. 6472. [C6839]

1955 Hillman Husky estate car, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1955 (July) Hillman Husky, 4,000 miles, condition as new; £550—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

HUSKY, 1956 (model 4-tone), extras, unused; tax-free—G. G. Franklin, Newton, Gloucestershire. Tel. Newton 503. [C6865]

1954 Hillman Husky, 10,200 miles, grey, heater, £540—Tel. Luton 6350 (day), Hexton 537 (evening). [C6863]

1954 (November) Husky, 7,800 miles, grey, heater, first-class order throughout; £565; terms, exchanges—Richards & Carr, Ltd., 35, Kinerton St., S.W.1. Sloane 5424. [C3045]

HILLMAN MISCELLANEOUS

R. P. FUGGLE, Ltd.

MARK 8 ohv, 5,000 miles, one owner, heater, spot-mirror wing mirrors; £665.

R. P. FUGGLE, Ltd., Buntingford Heath, Herts. Tel. 1885 Hillman Cars Wanted

ROLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hampstead (Tube), N.W.3, Ham 6041. [C4018/B]

ROOTES, Ltd.

DISTRIBUTORS.

EQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6777.)

MAIESTONE.—(Maidstone 5333.)

CANTERBURY.—(Canterbury 3233.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

HOTCHKISS.

NORMAND, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C4016/B]

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [C4049/B]

ALMOST new Hillman required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C40316]

H. A. SAUNDERS require Minx, all models, for cash or part exchange—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [C40404]

H. F. EDWARDS are keen to buy good Hillman cars and will pay excellent cash prices; distance no object.—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 0400. [C4001]

HILLMAN Spares and Service

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.8. Riv. 8665. [C4036]

HILLMAN repair specialists (35 years), well-equipped works and servicing facilities with wide range of spares.

LONDON & COUNTIES MOTOR MART, Ltd., 79/81, New King's Rd., Fulham, S.W.6. Redown 1183. [C4076/B]

HOTCHKISS offer:-

1939 Hotchkiss four-seater drop head cabriolet, re-conditioned in powder blue, new vinyl hood, superb mechanically, only 10,000 miles; Elm Autosales, 66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

H.R.G. Cars Wanted

1100 a.m. 34,000 miles; £300 or nearest offer.—Hornton, Walnut Tree Farm, Chelston, Halesworth, Suffolk. [C4018/B]

H.R.G. Cars Wanted

1939 Hotchkiss 4-seater drop head cabriolet, new vinyl hood, superb mechanically, only 10,000 miles; Elm Autosales, 66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

H.R.G. Spares and Service

CHARLES FOLLIET, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 2266. [C4018]

SPARE parts.

SERVICE, Barnetdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C4047/B]

H.R.G. ENGINEERING Co., Ltd., for makers' spares.

HRepair and service—Oakcroft Rd., Tolworth, Surrey, Elmbridge 4488. [C4070]

HUDSON

1939 Hudson 21hp saloon, radio, heater, leather, very sound condition, extensive overhaul by Messrs. Hudson Motors, Ltd., 4225; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 367/401, High Rd., East Finchley, N.1. Finchley 0052-3-4, anytime. [C4065]

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691 and 9005. [C4015/B]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairs.

ALFRED FREEMAN, Ltd., Grosvenor Garage, Bury Lane, Manchester, 19. Riv. 2674-5. [C4061/B]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hudson *Sears and Service*
HUDSON MOTORS, Ltd., Great West Rd., London
W.4 Chiswick 3621.—First-class service for all
Hudson cars; spares freely available through
your local Hudson distributor or from Hudson Motors,
Ltd. [C1065, II]

NUMBER

DICKS.
1950 Humber Super Snipe saloon, fitted radio,
heater, sun roof, etc.; £425.
1947 Humber 15hp saloon, very roomy de luxe
version, £250.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kil-
burn, Maida Vale NW8-9. [C1072]

BENTALLS, Ltd.

1950 Humber Hawk, black with brown upholstery
and leather roof and heated; £465.—Kingston-on-
Thames, Kingston 1001. [C1093]

A.1 GARAGE, Ltd., offer:-

1954 Super Snipe, dark green, one owner, 11,000
miles, radio, heater, covers, immaculate;
£655.—14-16, Childs Place, Elstree Court Rd., S.W.5
Tel. Fremantle 8162. [C1095]

TOM GARNER, Ltd., offer:-

1951 Humber Colman Mark 3 7-passenger limousine,
black, heater; £1,250.

1955 Humber Hawk Mark 6 saloon, black, 4,000
miles; £650.

1954 Humber Super Snipe Mark 4 saloon, green,
heater, radio, 16,000 miles; £695.—Tom Gar-
ner, Ltd., 10/12, Peter St., Manchester, 2. Black-
friars 9265-6-7. [C2140]

GLENFIELD LAWRENCE offer:-

1953 Humber Hawk saloon, in grey with red
leather, heater, one owner, exceptional value;
£695.—407, High Rd., N.12. Finchley 0081. [C2053]

H. A. SAUNDERS, Ltd., offer:-

1953 Humber Hawk saloon, black, red upholstery
radio, heater, recorded mileage 20,600. £645.
SALMON, Ltd., 889-842, High Rd., N.12. [C2027]

H. BEART & Co., Ltd., offer:-

1948 Humber Hawk saloon, metallic grey, excep-
tionally clean and very carefully maintained;
£285.—102, London Rd., and High St., Kingston-on-
Thames, Kingston 5548. [C1010]

WARWICK WRIGHT, Ltd., offer:-

1954 Humber Hawk Mark V and VI saloons,
with or without overdrive, most standard
colours, many fitted with radio and heater, all low
mileage; £1,050-1,100.

1954 Humber Super Snipe Mark IV saloon, grey
with red upholstery, radio and heater, 11,000
miles; £1,250.

1955 Humber Super Snipe Mark IV saloon, dark
blue with red interior, seat covers or blue vinyl
mouldings; £1,250.

WAWKIN WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 7761. [C0405]

PETER BANTOCK CAR SALES offer:-

1951 Humber Super Snipe Mark III, exceptionally
well maintained; £425.—104, High Rd.,
Chiswick 2725-5870. [C1014]

GUY SALMON AUTOMOBILES offer:-

1953 Humber Hawk saloon, black/red upholstery,
heater, excellent condition; £650.—Portsmouth
Rd., Thames Ditton, Emberbrook 5551-2-3.
[C4001]

HENDON CENTRAL GARAGE, Ltd., offer:-

1954 Mark VI Humber Hawk saloon, low mileage,
complete with overdrive, radio, heater, seal
covers, rim dashers, whitewall tyres, taxed, also
recently unmarked throughout; £885.

1954 Humber Hawk saloon, complete with
heater and taxed in exceedingly nice con-
dition throughout; £725.

1951 Humber Hawk saloon, fitted heater, taxed
year, very good order throughout; £250.

1950 Humber Hawk saloon, fitted heater, taxed
year, wing mirrors, overriders, this car is in
first-rate condition throughout and must be seen to
be appreciated; £550.

1950 Humber Super Snipe saloon, fitted heater, in
excellent condition; £120. Watford, Wat-
ford Central, N.W.4. Tel. Hendon 8084-5. [C034]

PHOENIX MOTOR CO. (SURREY), Ltd., offer:-

1953 (January) Humber Hawk saloon, grey with
red interior, fitted Rootes heater, one owner,
exceptional condition; £650.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton
Surrey. Vigilant 1121. [C5044]

HUMBER Pullman limousine (1952), black; £1,275.

HUMBER Snipe (1950), black, beige leather; £450.—
Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404).

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car
Sales Division, offer:-

1951 Humber Hawk, R. & H., £425.—1951 Humber
Super Snipe, £335.—1950 Humber Super Snipe,
£265.—1935 Humber 15hp, £125.—1937 Humber limousine,
£375.—355, High Rd., Wembley, Middlesex. Tel. Wem-
bley 4422. [C4015]

A & S Guaranteed Limousines. Large display of
selected seven passenger cars, including
IMOUSINES, 1951, leather, £1,000, part exchange, forward
occasional, one private owner, £625.

IMOUSINES, 1949, Mark II Pullmans, heater, radio,
choice of several from £550.

IMOUSINES, 1950, Mark II Pullmans, leather or
cloth, radio, heater from £1,125.

IMOUSINES, 1951, Mark III Pullmans, leather or
cloth, radio, heater from £1,125.

IMOUSINES, 1953, Mark III, leather throughout,
one private owner, low mileage; £1,250.

IMOUSINES, 1954, Mark III, leather throughout,
one owner, heater; £1,065.

IMOUSINES, Imperial, 1950-51-52-53, leather
throughout, radio, heaters, from £1,065.

LPE & **SAUNDERS**, Providence Court, North Sud-
bury Street, Mayfair 2341. [C1068]

NUMBER

HEARSE, Hearses, Hearses. The new 27 h.p. o.h.v.
chassis; brochures available.

A & **SAUNDERS** (COACHBUILDERS), Ltd.,
Station Approach, Kew Gardens, Richmond, Surrey.
Tel. 1102 [C1062]

1956 Humber Hawk, works mileage, pre-budget
1st price.

SCOTT CARS, 347, Finchley Rd., London, N.W.3.
Tel. Hampstead 7779-8676. [C1016]

1600 miles only.—1955 Humber Super Snipe saloon,
1954 miles only.—1954 Humber Super Snipe saloon.

3000 salo.n.s; £1,015. British & Colonial Motors,
Ltd., 10-14, Upper St. Martin's Lane, London, W.C.2.
Tel. Leicester Square 2558. [C1027]

1954 Humber Hawk, grey/red, heater, 20,000 miles,
one owner, taxed; £625.

ALWOOD GARAGE, Alwood Rd., Maidenhead Tel.
Littlewick Green 5076. [C1027]

1954 Humber Hawk saloon, heater, grey; £655.—
Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1949 Humber Hawk, black, radio, heater, £425.—
Odomer Motors, Ltd., Belgrave 1144. [C1028]

1951 Humber Hawk, black, excellent condition;
£450.

PARSONS & PARSONS (GARAGES), Ltd., Potter
St., Harlow. Potter Street 121. [C1055]

1954 (August) Mk. VI ohv Hawk saloon, black,
red leather, quite as new; £765.

1953 Hawk saloon, gummited, red leather, radio,
radio, screen-cleaner, passlights. Ace Rim-
bolsters, amiodized upholstery; £625.

1953 Hawk saloon, quartz blue, lawn leather, heater,
16,000 miles; £655.

EGO T. HILTON & Co., Ltd., North St., Rugby.
Tel. Rugby 2211. [C1014]

1951 Humber Super Snipe, dark grey; £675.

1951 fitted heater, extremely nice condition; £615.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Pad-
dington, W.2. Ambassador 6266. [C2025]

1955 Humber Hawk, 5.15 miles, radio, as new;
£675.—Campbell Symonds, Perivale 4462. [C1057]

G & M ALFREDS (1956), Ltd.—1951 Humber
Imperial 7-passenger, above average
condition.

1954 Humber Hawk ohv, above average condition;
£675. Warren St., W.1 Euston 5258. [C1005]

1954 (July) Humber Hawk, 10,000 miles only, taxed,
immaculate throughout, private sale; £820. Tel. Gre-
enwich 1511-2727 evening. [C1006]

AZ MOTORS offer 1948 Hawk overhauled; bargain
offer £225!!—Palmerston Rd., N.W.6. Tel. Mai-
4725. [C1011]

1951 Humber Hawk saloon, one owner, heater,
red leather upholstery, recent reconditioned
engine; £495.

FERRARI OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1954 Hawk saloon, black, one owner, heater, low
mileage; £645. terms welcome. [C1015]

£615!!—1955 (Aug.) Humber Hawk, golden sand,
red leather, heater, one owner, 26,000 miles
only, good tyres, taxed.

£895—1955 model Humber Hawk saloon, seal
radio, heater, overdrive, £1,000 miles, one care-
ful owner, spare unused, taxed; £625.
R. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel.
Maidenhead 3431-2. [C1051]

£495!!—1955 Humber Hawk de luxe saloon, beauti-
fully condition throughout, also choice another
with reconditioned engine; £625.

£445!!—1949-50 Humber Hawk 14hp de luxe saloon,
similar to one above, bargain price—

£345!!—1947 Humber Hawk 14hp de luxe saloon
for size—Bonneville 5-seater, family car, very economical

£295!!—1947 Humber Super Snipe de luxe saloon
immaculate and specimen condition.

AMBS OF WOOD GREEN (Est. 1957), 109 guaran-
teed cars, exchanges, hire purchase.—421-422, High
Riverside, Finchley (East Finchley Underground). [C1052]

1953 (July) Humber Hawk, mid-1955, low-mileage saloon, grey
with red upholstery, fitted overdrive and heater,
£1,200 under current price; consider smaller car, suit-
able for wife, in part exchange.—F. Platts, Green-
wich Imported Church Stretton, Shropshire. Tel. 300 after 7pm. [C1027]

1955 black/red, fitted overdrive and heater,
excellent condition; £1,200 hire purchase can be
arranged; seen by appointment only.—Massey's Direct-
or, Douglas Equipment, Ltd., Tewkesbury Rd., Chel-
tenham. [C1028]

COMPARE value.—£770; 1950 (June) Humber Pull-
man 7/8-p. passenger limousine, finished black,
leather upholstery, one owner, fitted heater, radio,
excellent condition; £1,000 hire purchase can be
arranged; seen by appointment only.—Massey's Direct-
or, Douglas Equipment, Ltd., Tewkesbury Rd., Chel-
tenham. [C1028]

HUMBER Hawk, mid-1955, low-mileage saloon, grey
with red upholstery, fitted overdrive and heater,
£1,200 under current price; consider smaller car, suit-
able for wife, in part exchange.—F. Platts, Green-
wich Imported Church Stretton, Shropshire. Tel. 300 after 7pm. [C1027]

1955 black/red, fitted overdrive and heater,
excellent condition; £1,200 hire purchase; unmarked
throughout; £795 part exchange, deferred terms.—
H. Edwards, Ltd., 55, South Edwards Square,
Kennington London, W.8. Western 2205. [C1054]

HUMBER

H Hawk, Mark VI, chvr, fitted heater and
overdrive, £1,200. Tel. 2281 [C1055]

£925!!—1950 Humber Pullman limousine, 2 private
owners never been used on hire, leather front, cloth cloth rear; whole car like new and total mileage 34,000.

AMBS OF WOOD GREEN (Est. 1957), 109 guaran-
teed cars, exchanges; hire purchase.—421-422, High
Riverside, Finchley (East Finchley Underground). [C1052]

1948 (July) Humber Snipe 15hp saloon, finished
black, 26,000 miles only. In original imma-
culate condition throughout; £295. G. F. Morley, Ltd.,
54, Streatham Hill, S.W.2. Tulis Hill 4488. [C1016]

1950 Humber Super Snipe, green, brown leather,
heater, one owner, very moderate mileage; £245.—Silverthorne Motors, 11, Fitzroy Sq.,
W.1. Euston 7811. [C1011]

1952 Humber Super Snipe, black, maroon leather,
radio, exchanges; hire purchase.—in really exceptional condition; £265.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6.
Riverside 6677-8. [C2043]

1954 Humber Hawk, met. grey/red hide, radio,
heater; £675; exchanges; Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.16 (few minutes
Clapham Junction); Batt. 2232. [C1032]

CAMDEN MOTORS, Ltd., the limousine special-
ists, offer a comprehensive selection of high-class
cars, also complete series of sedans, all models in stock from 1946 to 1954; see special advert. in Used Car Bargain supplement.

ANCHOR MOTORS, Chester—Humber Super Snipe
1955, £1,200, fitted for demonstration purposes only
and unmarked; £4,000, finished in black with white
upholstery and bucket seats fitted; price £1,250. Tel.
21512. [C666]

29000 miles 1949 late Humber Super Snipe, one
owner who has just prepared it for the winter, including decarbonizing, new clutch, new tyres,
new battery, supplied and maintained by us. £295.—
G. E. Harper, Ltd., London Rd., Stevenage, Herts. [C1013]

£385 fitted heater and H.M.V. radio, nylon loose
covers. Ace Rimbolders, the whole car is literally
in new and original condition throughout (most even-
ings and week-ends).—Guildford 4862. [C613]

£385 fitted heater and H.M.V. radio, nylon loose
covers. Ace Rimbolders, the whole car is literally
in new and original condition throughout (most even-
ings and week-ends).—Guildford 4862. [C613]

HUMMER Super Snipe, 1955 model, radio and heater,
whitewall tyres, chafing, finished black, leather upholstery,
one owner, excellent condition; £1,000 hire purchase can be
arranged; seen by appointment only.—Massey's Direct-
or, Douglas Equipment, Ltd., Tewkesbury Rd., Chel-
tenham. [C1028]

COMPARE value.—£770; 1950 (June) Humber Pull-
man 7/8-p. passenger limousine, finished black,
leather upholstery, one owner, fitted heater, radio,
excellent condition; £1,000 hire purchase can be
arranged; seen by appointment only.—Massey's Direct-
or, Douglas Equipment, Ltd., Tewkesbury Rd., Chel-
tenham. [C1028]

HUMBER Hawk, mid-1955, low-mileage saloon, grey
with red upholstery, fitted overdrive and heater,
£1,200 under current price; consider smaller car, suit-
able for wife, in part exchange.—F. Platts, Green-
wich Imported Church Stretton, Shropshire. Tel. 300 after 7pm. [C1027]

1955 black/red, fitted overdrive and heater,
excellent condition; £1,200 hire purchase; unmarked
throughout; £795 part exchange, deferred terms.—
H. Edwards, Ltd., 55, South Edwards Square,
Kennington London, W.8. Western 2205. [C1054]

Humber Cars Wanted

ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars

BIRMINGHAM—Lower Temple St. (Central 6411)

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MALDONSTONE—(Maldstone 5553)

MANCHESTER—129, Deansgate. (Blackfriars 6677)

CANTERBURY—(Canterbury 3232)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1
Tel. Grosvenor 3401. [C1018/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Humber—Hampstead (Tube) N.W.3
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ALMOST new Humber required immediately; £4,
Street Hill, S.W.2. Tulis Hill 2676. [W2016]

H. **F**. **EDWARDS** are keen to buy good Humber
cars and will pay excellent cash prices; distance
no object.—Details please to 28-34, Upper High St.,
Epsom, Surrey. Epsom 940. [W2001]

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THE Humber specialists for all spares.—Tel. Upplands
3657. See advt. under Parts & Accessories.

JAGUAR 0398/R

H. B. OWEN, Ltd.

FROM our large and comprehensive stock we have
chosen the following cars as examples:

1955 XK120 2-seater tourer, finished in grey with
white wall tyres, leather upholstery, first registered March
65, miles only, as new.

1954 Mark VII saloon, finished in birch grey with
wing mirrors and centre spot, first registered June, 5,300
miles.

1954 Mark VII saloon, finished in grey with
wing mirrors and centre spot, first registered June, 5,300
miles.

WE are interested in the purchase of Jaguar cars
and invite communications from owners who have
such vehicles for disposal.

H. B. OWEN, Ltd., 17, Berkeley St., London, W.1
Tel. Mayfair 9090. [C5052]

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JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors. SELECTION of all models at attractive prices. **DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 2267). **ONLY** House, 585, Euston Rd., N.W.1. (Euston 4444). **DEPUTY** at:-

MANCHESTER (Blackfriars 7843).

BRISTOL (Filton 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141). **HENLYS** Ltd., England's Leading Motor Agents. (0027/R)

BENTALLS, Ltd.

1950 Jaguar Mark V, black with tan upholstery; £555.

1955 Jaguar Mark VII, Type M, green with green leather hide, radio, overdrive, 14,000 miles. **1953** Mk. VII black; £295.—Kingston-on-Thames. Kingston 1001. (C1093)

L. F. WARD, Ltd. Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. (C4048)

NEWNHAMS, Ltd. **1954** Jaguar Mark VII sal., rad. 14,000 miles, spare wheel; £1,050.

1954 **NEWNHAM** House, 235-245, Hammersmith Rd., London W.5. Riverside 4646 (9 lines.) (C3024)

SCOCOMBES, Ltd. **1953** XK120 drop head coupe, white, red vinylide headlining, fully equipped; £1,065.

1953 XK120 fixed head coupe, black, unmarked, numerous extras including Michelin X tyres; £1,025.

1955 model Mark VII M type, registered December, 1954, immaculate, black, fitted overdrive, Michelin X tyres; £2,000. 12 months guarantee, part exchanges cars or motor cycles.—35-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

GATEHOUSE offer:-

1952 XK120 Jaguar, bronze, moderate mileage. **1950** Galloway Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. (C202)

CAMDEN MOTORS, Ltd.

JAGUAR Mark V saloon, 1950, very scarce 2½-litre model, a most desirable car, finished black with tan leather upholstery, all extras fitted and in excellent mechanical order; £1,545.

JAGUAR Mark V saloon, 1950, 3½-litre model, bronze, red leather, radio, heater and screen washers; £545.

JAGUAR Mark V coupe, 1951, another scarce model, and a very immaculate example; £1,545.

JAGUAR Mark V saloon, 1949, August delivery, 3½-litre model, grey, red leather, one owner; £495.

JAGUAR Mark VIII saloon, 1954, 12,200 miles, looks like new, radio, etc.; £1,025.

JAGUAR Mark VII saloon, 1955, M type with overdrive, genuine mileage just over 5,000, faultless condition; £1,345.

JAGUAR 2½-litre sports saloon, 1947, with heater, etc., a very nice all round; £245.

JAGUAR 2½-litre saloon, 1947, a spick and span car, in first-class mechanical order, heater, discs, long range head lamps, fox and pass-light; £335.

JAGUAR 3½-litre saloon, 1940, finished metallic green, quite a smart looking car with high standard of performance, identical body lines and features to the 1947 model above; £235.

JAGUAR 3½-litre saloon, choice of 8 post-war models 1946 to 1949, all special equipment series with heater, complete with built-in radio, an moderate mileage cars; from £345.

CAMDEN MOTORS, Letchworth Buzzard 2041.—Write

C for catalogue, showrooms open until 8 p.m. (C1039)

CHC (Jaguar buyers).

1955 M type, finished black with red hide, fitted overdrive, radio, a spotless car that has covered under 10,000 miles.

1955 3 months old, Mark VII, battleship grey, red radio, overdrive, power aerial, 4,000 miles, immaculate.

1955 XK140 sports, suede green and green, 5,000 miles; £1,295.—262, Kensington High St. W.14. Western 0207. (T0945)

TOLWORTH MOTORS, Ltd.

1955 (August) XK140, fixed head, overdrive, 1,000 miles, as new; £1,525.

1954 (April) XK120 convertible, 18,000 miles, radio, special hood, wire wheels, high axle, superb car; £995.

1954 series Mark VII, low mileage, radio, disc colour, immaculate; £965.—Kingston By-Pass, Tolworth, Epsom 2234. (C4081)

1948 Jaguar 3½ saloon, exceptional condition, Tel. 4965. (C1010)

JAGUAR

JAGUAR

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1955 Mk. VII M, fitted overdrive, battleship grey, red hide, as rev. £1,695.

1955 model Jaguar Mk. VII M, battleship grey, grey hide, radio, overdrive; £1,295.

1954 Mk. VII, grey with red hide, low mileage.

1954 car owner, overdrive; £1,085.

1954 model XK120 d.h.c., beige, red hide, new radio, low mileage, one owner; £1,075.

1953 Mk. VII, black, brown hide, fitted radio, 12,000 miles, as new; £1,085.

THE above cars have been carefully vetted in our own workshop and carry our 5 months' guarantee.

4—6-8, Bishopsgate Rd. W.2. Ambassador 1061. (C2089)

KJ MOTORS, Ltd., offer:-

1953-4 Mark VII, black with red leather, fitted H.M.V. de luxe radio, Ace Rimbushers and badge etc., immaculate car which has been maintained by us since since new.

1952 Mark VII, dual tone grey and black, with grey leather, one owner car supplied by us; £125.

WIDMORE RD., Bromley. Ray. 3456. (I8861)

JACK ROSE, Ltd., offer:-

1954 model Jaguar Mark VII saloon in green with green hide H.M.V. radio, one owner, a beautiful car; £1,695.

1953 model Jaguar XK120 in suede green, tonneau cover, windscreen, new tyres; a well kept car; £845.—Stafford Rd. Wallington, Surrey. Wall. 6677, also High St. Banstead. Burgh Heath 2376. (C3086)

TOM GARNER, Ltd., offer:

1953 Jaguar XK120 roadster, grey, many modifications; 17,000 miles; £895.—Tom Garner, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7.

H. BEART & Co., Ltd., offer:-

1938 Jaguar 2½-litre saloon, black with green upholstery, excellent value; £165.

1952 Jaguar Mark VII saloon, black with red upholstery, excellent value; £125.—102, London Rd. and High St., Kingston-on-Thames. (C1081)

L. F. WARD, Ltd. Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. (C4048)

NEWNHAMS, Ltd. **1954**—1952-2 Mark 7 drop head coupe, one owner, new engine, magnificient.

£785—1952 Mark VII, immaculate.

VINTAGE AUTOS, 105, Queenway, W.2. Tel. Baywater 5929 and 9330. (C4079)

ROSE & YOUNG, Ltd., offer:-

1955 Jaguar Mark VII M type, 9,000 miles, only fitted overdrive, as new; black; £1,275.

1955 XK140 fixed head coupe, 1,000 miles only.

1955 special equipment model, C type engine, 2in carburetors, wire wheels, as new; £1,595.

1954 XK120 drop head coupe, 12,000 miles only, suede green; £1,025.

1954 model XK120 drop head coupe, one owner, condition as new; ivory; £985.

1953 XK120 fixed head coupe, exceptional condition, black; £985.—50-55, Sternhold Ave. Streatham Hill S.W.2. (1 minute Streatham Hill Station) Tulse Hill 6464. (C3057)

H. W. MOTORS, Ltd., offer:-

1955 Jaguar series M Mark VII, overdrive, 15,000 miles, on green, grey, tan, as new; £1,275.

1954 Jaguar XK120 drop head coupe, suede green, radio, 23,000 miles; £1,025.—Bridge Motor Works, Walton-on-Thames 2404-5-6. (C2042)

CREST OF BOURNEMOUTH offer:-

1951 Jaguar V. Drop head coupe, British racing green, grey red upholstery, every extra, superb condition; £165.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C1099)

GUY SALMON AUTOMOBILES offer:-

1955 (June) Jaguar XK140 d.h. coupé special edition, leather, wire wheels, Michelin X tyres, twin exhausts, Radio, 2,000 miles only.

1955 Jaguar XK120 drop head coupé, suede green, radio, 23,000 miles; £1,025.—Bridge Motor Works, Walton-on-Thames 2404-5-6. (C2042)

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C1099)

DUNCAN HAMILTON & CO. for Jaguars.

1955 Jaguar XK140 drop head coupe, 5,000 miles, fitted overdrive, wire wheels, Michelin X tyres with special leather, grey, tan, petro, 2in carburetors, front springs, close-ratio gear box, 2in carburetors, off-set hand brake, lead-brake bearings, etc., in absolutely faultless condition, offered at £1,500 below to day's price of approximately £2,150.

1955 XK120 hard top coupe, 5,000 miles, suede model, fitted wire wheels etc., faultless condition; £1,575.

1955 XK140 hard top coupe, 4,000 miles, green with green interior, unmodified, immaculate throughout; £1,525.

1952 Jaguar 2½-litre Mark V saloon, black/white, tan leather, good; £900.

A. LIL, above covered by three month's guarantee.—**A. WESTERN MOTORS** (Bristol), Ltd. Jaguar Distributors, Park Row, Bristol, 1. Tel. Bristol 26304. (1667)

£425—Jaguar 1½-litre 4-door saloon, 1948, excellent cellulose and interior, good mechanical, many extras; £1,025.

BENIMOTORS, 1, Clearendon Rd., Holland Park, London W.11. Tel. Holland 5086-7 (50 yds Holland Park Tube). Changes, H.P. (C1017)

1955 (Aug.) Jaguar XK140 f/head, British racing green, 3,000 miles only, fault condition; £1,565.

1951 Jaguar XK120, black, fitted Setachrome hard top, Michelin X tyres, immaculate; £925.

1950 Jaguar M. V. saloon, black, radio, heater, many other extras; £965; other Jaguars in stock.—University Autos, Reading. Tel. 2368. (1667)

£240—haul by Jaguar agents, not previously engaged, perfect condition, 30 m.p.g.—Dec. 2012 (4-7.30 p.m.).

1954 Jaguar Mk. VII saloon, battleship grey, fitted with Borg Warner automatic gears, one owner; £1,025.

J. BROWN Ltd. 339, Finchley Rd., N.W.3. (C1025)

JAGUAR

PETER BANTOCK CAR SALES, offer:-

1946 Jaguar 5½-litre special equipment saloon, black, red hide, radio, overdrive, leather, etc., red leather, wood dashboard, etc., £295.—104, High Rd., Chiswick 2725-5870. (C1014)

WHITEHALL MOTORS OF COVENTRY, offer:-

1955 Jaguar Mk. VII type M, overdrive, radio, leather, skin seat covers, very low mileage, maintained regardless of cost; terms, exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 14C088

COOMES & SONS (GUILDFORD), Ltd., offer:-

1955 Jaguar Mark VII, overdrive (Nov. '54), black/tan upholstery, 10,000 miles; £1,195.

1953 Jaguar Mark VII saloon, grey/red upholstery, loose covers, etc., 13,000 miles, one owner, car; £925.

NOV 1954, Jaguar XK140 convertible, black with leather interior, radio, 12,000 miles, excellent condition; £1,025.

NOV 1953, Jaguar XK120 convertible, beautifully finished in cream with red upholstery, low mileage; £925.

1952 Jaguar XK120 2-seater, black/tan upholstery, moderate mileage, very clean condition; £795.

COOMES & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford 62907-8-9. (C1057)

CHIPSTEAD MOTORS, Ltd., official Jaguar dealers.

XK140 April 1955, white, red leather, C type head, etc., dual exhaust, wire, wheel, heater, pass. lamps, wiper/washer, also hard-top conversion and sliding windows, unmarked.

XK140 1955 standard drop head coupe, black, red leather. Michelin X tyres, as new; £1,475.

XK120 1951 model, Michelin X tyres, recirculated ivory, new hood, etc.; £995.

1953 model Mark VII black/tan, one owner, host of extras, modified, immaculate condition; £845.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, SW.1. Tel. Fulham 0052/7253/7154. (C1048)

S. CUTTY CARS, 517, Finchley Rd., London, N.W.3. (C1016/1)

CHARLES POLLETTI, Ltd., Official Jaguar Agents.

1955 (July) Jaguar XK140 2-seater, cream, fitted suitcases, genuine 400 miles only; £1,495 (present list price £1,692).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE; Work & Stores Barnsdale Yard off Elgin Ave., W.9. Cunningham 5936. (C2010)

XK120 1951 model, British racing green, H.M.V. radio, heater, splendid order; £725.

HENLYS, Ltd., 1-5, Peter St., Manchester, 2. (F0714)

A. CLAND & TABOR, Ltd., Weilwyn By-Pass, Herts. (Weilwyn 441-5-6)

1954 (model) Mark VII Jaguar, finished black, brown leather, M type modifications, low mileage, terms available.

1954 (July) Jaguar XK140 2-seater, finished cream, red leather, wire wheels, special equipment, many extras, immaculate condition throughout; £1,095 maximum H.P. terms available. (C1001)

1952 Jaguar XK140, black, tan leather, £850.

PARRY (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080.

SIMPSONS MOTORS (WEMBLEY), Ltd., English Sales Division offer:-

1951 Jaguar 2½-lit. £125; 1950 Jaguar Mark V, immaculate, £545, 1948 Jaguar 2½-lit. heater, wipers, £395-395, High Rd., Wembley, Middlesex. (Tel. Wembley 4422)

1957 Jaguar 2½-litre saloon; £145; 3 months' guarantee.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horbury, Mountview 5228 and 5774. (C4054)

1953 (September) Jaguar Mark VII, radio, heater, immaculate.

S. CUTTY CARS, 547, Finchley Rd., London, N.W.3. (C4016)

1955 (June) Jaguar Mark VII saloon, fitted with overdrive, suede green/green, exactly current model; £1,400.

(May) Jaguar Mark VII saloon, suede green/green, one owner; £1,100.

(May) Jaguar Mark VII saloon, black, red leather, etc., £995.

(Nov.) Jaguar Mark VII saloon, dove grey/tan leather, Bioguard tubes, loose covers, chauffeur driven; £925.

1951 tan leather roof, £900.

ALL above covered by three month's guarantee.—**A. WESTERN MOTORS** (Bristol), Ltd. Jaguar Distributors, Park Row, Bristol, 26304. (1667)

£425—Jaguar 1½-litre 4-door saloon, 1948, excellent cellulose and interior, good mechanical, many extras; £1,025.

BENIMOTORS, 1, Clearendon Rd., Holland Park, London W.11. Tel. Holland 5086-7 (50 yds Holland Park Tube). Changes, H.P. (C1017)

1955 (Aug.) Jaguar XK140 f/head, British racing green, 3,000 miles only, fault condition; £1,565.

1951 Jaguar XK120, black, fitted Setachrome hard top, Michelin X tyres, immaculate; £925.

1950 Jaguar M. V. saloon, black, radio, heater, many other extras; £965; other Jaguars in stock.—University Autos, Reading. Tel. 2368. (1667)

£240—haul by Jaguar agents, not previously engaged, perfect condition, 30 m.p.g.—Dec. 2012 (4-7.30 p.m.).

1954 Jaguar Mk. VII saloon, battleship grey, fitted with Borg Warner automatic gears, one owner; £1,025.

J. BROWN Ltd. 339, Finchley Rd., N.W.3. (C1025)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1954 Jaguar Mark VII saloon, birch grey, red leather, 19,000 miles only, one owner; £1,500.

1953 Jaguar Mark VII saloon, grey, grey leather, high steering, radio, excellent condition; £975.

1951 Jaguar Mark V saloon, grey, red interior, extra, very good condition; £685.

PEERLESS MOTORS, Ltd., Bath Rd., Slough 22394. (16709)

1951 XK120, one owner, reconditioned engine; £625.—Anthony Crook, High St., Esher. Tel. 4580.

1951 Jaguar XK120, a particularly nice example; £885.—Corner Garage, Gorton St., Blackpool. Tel. 26886.

1955 Jaguar Mark VII saloon, lavender grey, automatic transmission, £1,450.—U.S. Quality Motors, Ltd., 30, Piccadilly, W.1. Grosvenor 4141. (16741)

JAGUAR Mark VII. 1952 model, i.h.d., silver grey, low mileage, excellent condition; £625.—44, High St., Wimborne Minster, S.W.19. Wim. 0706. (16962)

£765 1952/3 Jaguar Mark VII de luxe saloon, beautiful vehicle, excellent performance, choice 5.—Below.

£495 1949/50 Jaguar Mark V 3½-litre de luxe saloon most carefully used, only two owners, odometer records 28,000, whole car magnificent.—Below.

£395 1949/50 Jaguar 5½-litre de luxe saloon, only 3 owners have nursed this vehicle, bodywork beautiful, heater, spot lamp, etc.; bargain price.—Below.

£425 1947 Jaguar 1½-litre de luxe saloon, beautiful bodywork, two owners, specimen condition.

AMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars exchanged, hire purchase—211-223, High Rd., Finchley. (East Finchley Underground.) Finchley 6222.

JAGUAR Mk. VII. 1952, 28,000, excellent condition, grey rad./htr., std./hd.; £845.—20, Reading. Hendon 1111.

1948 Jaguar 1½-litre special equipment model, disco radio, excellent condition; £450 o.n.o., h.p. terms available.—Lar. 6284. (16752)

PRIDE & CLARKE, Ltd. 1952 Jaguar Mark VII saloon, 25,000 miles, radio, heater, one owner; £789.—Stockwell Rd., S.W.9. Brixton 6251.

1952 Jaguar Mk. VII saloon, silver grey with red interior, fitted radio; £900.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 255.

1954 XK120, black red leather, 15,000, Mich. X tyres; £1,125.—Holland Park Automobiles, Park 2606.

1955 XK140 drop head coupe, beige, red leather, 5,000 miles, overdrive; £1,600.—Tel. Folkestone 75452.

1951 Jaguar 5½-litre sports saloon, radio, heater, recent complete overhaul, exceptional throughout; £855.—R. V. Harvey, Prospect 2173.

C-TYPE XK120 Jaguar, B.R.G., fitted overdrive, this car is in superb condition; throughput; £1,375.—Bradstock Motors, Ltd., Chase Rd., Epsom 5696-7.

1955 Mark VII 5½ type saloon, automatic gear box, grey, red trim, taxed year end; Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester. Tel. 57571. (16207)

1950 Jaguar V 8 saloon, radio recently overhauled, immaculate; £575.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Belgrave 5221.

1953 Jaguar Mk. VII, radio, heater, one owner, many extras, immaculate; £895.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Collingwood 3306.

1955 Jaguar XK140, 1,900 miles, hard top, one owner; £1,595.—L. Orton Elms, 107-9, Brompton Rd., South Kensington, S.W.7. Kensington 2677.

XK140 fixed head coupe, B.R. green and tan overdrive; list price; immediate delivery.—Stanley Goodwin & Son, Ltd., Kidderminster. Tel. 2204-5.

1955 model Mk. VII M Jaguar, overdrive, radio, 18,000 miles, excellent condition; £1,225.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 5221.

1955 model 5½-litre Jaguar Mark VII M saloon with biscuit upholstery, fitted radio, one owner, genuine mileage; £845.—El. 4140.

JAGUAR XK120 2-seater (radio 1950), one owner from new, genuine mileage 34,000, maintained and serviced by Distributors, birch grey, new hood, engine modified 8:1 compression, mechanically perfect; £650.—MacVitale, Merton. Tel. 300.

1955 black beige trim, 5,000 miles only, one owner; H. H. Morris, Ltd., 31, London Rd., Leicester. Tel. 65751. (16207/1)

£775 1952 Jaguar Mark VII de luxe saloon, two-tone black and grey/blue, lovely condition throughout; written guarantee; terms; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0032-3-4, any time.

1951 XK120 Roadster, grey, red and tan leather, a superb example, incorporating every worthwhile modification and many spares; outstanding value; £900; exchanges, deferred terms.

JOHN COOMBS & CO., Ltd., 173, Westbourne Grove, W.11. Bassett 4220.

1955 Jaguar Mk. VII with overdrive, black, red upholstery, radio, 5,000 miles only, one owner; £1,850.—Saul & Slatter, Ltd., 44, Alderman's Hill, Palmer's Green, N.13. Fox Lane 1060. (C4002)

£229 1955 1½-litre Jaguar sports saloon, good condition, bargain.—G.P., (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yds. Iapham, South Tube). Batt. 1107-8-9.

JAGUAR Mark VII, first registered 12.12.1952, saloon, black, radio, heater, leather, 10,000 miles, Ace Rimble, leather, wing mirrors, £685; or exchange Ace Rimble, leather, wing mirrors, £685; or exchange Velox, Wyvern Rover or Alvis. Upwards 15%.

JAGUAR

£159 1951—Jaguar 3½-litre drop head coupe, 1950/40, a beautifully maintained car, new tyres and battery, perfect performance; £54 deposit.—Hammond Cars, 176, Finchley Rd., N.W.3. Hampstead 1521.

1955 (April 6) Jaguar Mark VII M type saloon, midnight blue, grey leather, overdrive, 5,000 miles only, one owner, as brand new; £1,945.—Silver Thorne Motors, Ltd., 1, Pitshay Square, W.1. Euston 7123.

1954 XK120 drop head coupe, black, grey leather, chrome wire wheels, luggage rack, H.M.V. radio, heater, 10,000 miles. Jaguar serviced, superb condition; £1,220. June 54, offers.—Silver

Thorne Motors, Ltd., 1, Pitshay Square, W.1. Euston 7123.

1955 (January), grey with red upholstery, automatic transmission, radio, 10,000 miles, serviced by Jaguar, perfect condition; £1,575 or offer.—Massey, 107, Warren Rd., Birmingham, 22. Tel. Erd. 1511.

1950 Mk. V 2½-litre, superb condition inside, outside, reconditioned, twin speaker radio, heater, chrome wire wheels, luggage rack, H.M.V. radio, heater, 10,000 miles. Jaguar serviced, superb condition; £1,220. June 54, offers.—Silver

1955 (January), grey with red upholstery, automatic transmission, radio, 10,000 miles, serviced by Jaguar, perfect condition; £1,575 or offer.—Massey, 107, Warren Rd., Birmingham, 22. Tel. Erd. 1511.

1950 Mk. V 2½-litre, superb condition inside, outside, reconditioned, twin speaker radio, heater, chrome wire wheels, luggage rack, H.M.V. radio, heater, 10,000 miles. Jaguar serviced, superb condition; £1,220. June 54, offers.—Silver

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

B. J. HUNTER, Ltd., offer:
1952 Jowett Javelin saloon, series III engine, fitted
radio; £495.—
1952 Jowett Hunter, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 5303. (C2040)
1952 Jowett Javelin saloon, beige with beige interior,
oil cooler, specimen: £450.
1952 BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen,
B. T. 774. Bottomgate, Blackburn 5084.

JOWETT 10/4, 1949, beige, road all round condition,
one owner.—Emsworth Motors, Emsworth 5150.

1952 Javelin saloon metallic grey, red leather,
radio heater; £495.—Odeon Motors, Ltd., Bow, 1144.

1952 Jupiter d/h coupe, a distinguished car in
superlative condition; £525.—Smith & Hunter,
378, Kensington High St., W.8. Western 2510. (W4019)

DECEMBER 51 Jowett Jupiter sports, finished red,
fitted heater, taxed, one owner, whole car in out-
standing condition; £445 or terms.—Waxlow 4091.

1952 Jowett Javelin saloon, dark green, bei-
tiful condition; £420.—Garage Service Co., Ltd.,
1013, Finchley Rd. Golders Green, N.W.11. Speedwell
6692.

475ms.—Jowett Javelin 1952 super sports 2-seater,
leather, radio, heater, screen washers, small
muffler, terms, £550.—Jowett, 1st, open 9-7 week-days
and Saturdays, Rowland Smith, Hampstead (Ham-
stead Tube), Hampstead 6041. (C20418)

1950 model Jowett Javelin de luxe, beautifully
finished in maroon, with natural hide uphol-
stery, fitted heater and spotlights; the economic 6-
seater saloon with sports car performance; £445.—
Millwood Motors, Mill Hill (London NW.10), 4290.
JOWETT Jupiter April 1952, torque blue with red
interior, 1st, 1952, miles 7,000, in new condition, unpriced and carefully
maintained by sole owner, fitted many extras, new
leather hood, new tyres and spare unused, any trial;
£480.—Tel. Birmingham South 2618. (W4585)

£410 o.n.o.—1952/3 Javelin saloon, very low mile-
age, 1st, fitted Series II radio, oil cooler, ex-
tremely good, and original throughout and in
need of overhaul or repair; will appeal to discrim-
inating purchaser; three months' mechanical guaran-
tee; terms to suit and exchanges.—Coachcraft, Elm
Rd., Evesham. Tel. 6539. (C1055)

Jowett Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Jowett.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

WM

WELBECK MOTORS, Ltd., 107, Crawford St., Lon-
don, W.1. Welbeck 1139. Largest Jowett agents
in the country, we're in very urgent need of some
cars as-new 1953 or 1954 full Series III Javelin de luxe.
Tel. Baffin 1951. Telegraphic: Jowcar, Baffin 10316.

A LMOST new Jowett required immediately.—
Streatheam Hill, 6 W.2. Tulse Hill 2676. (W4016)

Jowett Spares and Service

SPARES, reconditioned units and service facilities will
continue to be available in your district; consult
your local agent or write to Service Department, Jowett
Cars, Ltd., Howden Clough, Birstall, Batley, Yorks.
Tel. Baffin 1951. Telegraphic: Jowcar, Baffin 10316. (W4016/R)

F. FAIRMAN & SONS, Ltd., East Sutton distributors.

COMPLETE spares for Javelins and Bradfords always
in stock; specialised repairs, tuning and service.—
Horley, Surrey. Tel. Horley 17. (W4016/R)

KINGSTON ON THAMES—Jowett Agents and
Service for sales and service.—
W. WILKIN, Ltd., 1 Weston Park, and 84, Eden
St, Kingston. Kingston 2241. (W4053)

GORDON CARS (LONDON), Ltd.—Specialist service
for all Jowett models; largest spares stock in south—
7-9, Russell Parade, Golders Green, N.W.1. Spe-
9761. (W4016/R)

JOWETT Javelin and Bradford service; extensive stock
of spare parts and accessories.—The Red Circle
Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tel.
1906-7553. (W4054/R)

BUNTINGS MOTOR EXCHANGE offer unvalued
service and spares and repairs for Jowett Javelins
Bradford and pre-war Jowets.—Bonniersfield Lane,
Harrow. Tel. 6225-6. (W4016/R)

A. V. MOTORS, Ltd., Park Rd., Teddington
Tel. Kin. 0710 and 601. Jowett agents and
specialists comprehensive stock of spares. 1930-
1954 models; over 30 years' Jowett experience.
10759/R

GODFREYS, Ltd.—Spares and service for Jowett and
Bradford; specialist repairs.—228-29, London
Road, Croydon (Croydon 3641-9). 1st, 1952, Connaught
tonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd.,
Kensington, W.8 (W.G. 7761). (W4063/R)

KAIER
SIMPSONS MOTORS (WEMBLEY), Ltd., American
car specialists; full list see "American Cars." (C4015)

LAGONDA
BROOKLANDS, wholesale and retail.

1956 models on show and demonstration

1954 Lagonda 3-litre saloon, 6,000 miles, also
9,000 miles.

BOTH passed to manufacturers, excellent condition

CARS purchased for cash, confidential terms.

103 New Bond St., London, W.1. Mayfair 6551.

GUY SALMON AUTOMOBILES, offer:—

1955 Lagonda 3-litre saloon, 13,000 miles only,
quite as new; £2,650.—Portsmouth Rd.,
Thames Ditton, Emberstock 5551-2. (C4001)

1958 Lagonda V12 saloon; £395.—Jacquier, Ltd.,
225-7, Hammersmith Rd., W.6. Riverside
6677-8. (C2048)

LAGONDA

DAVIES MOTORS, Ltd. (Managing Director J. E.
Davies, 20 years' service manager to Lagonda,
Ltd.).
SEVERAL V12 Lagondas available.

1952 2.6-litre saloon, one owner, outstanding con-
dition throughout; £1,250.

EQUIRIES invited for other used models.

273 London Rd., Staines. Tel. 4211-5. (C1080)

£100 16/80 special pillarless saloon, excellent
general condition, tyres, battery good, seen
London. Tel. 7696. (W4585)

£190—Lagonda Rapier 10hp, 4,000 complete over-
haul, body sound.—Rowe, 165, Regina Rd.,
Southall, Glos. 0594. (C1082)

1936 4½-litre drop head coupe, black, in superb
and original condition; best offer secured;
owner posted overseas.—Tel. Wokingham 1241. (W4586)

LAGONDA V12 1939 saloon, very excellent condition
throughout; £395.—Frank Grounds, Ltd., 166,
Lichfield Rd., Aston, Birmingham, 6. East 1763.

J. H. BARTLETT—Lagonda 5½-litre drop head 4-
seater coupe, recent overhaul, approximately £200
extra; extremely smart. £135.—Pembroke Villas,
Weston-super-Mare. Tel. 5457. (C1083)

1934 Lagonda 4½-litre pillarless saloon, two tone
grey, red leather, excellent mechanical condition;
£195.—Tel. Anstey 2225-6. (W4589)

ACOMA 2.6-litre 1952 drop head coupe in Circassian
blue with new light plastic hood, in superb
condition throughout and fitted with H.M.V. radio,
Ace Rimbellers, etc.; £1,350 (new cost £3,700).

H. O. ROBINSON, Ltd., High St., Gosforth, New-
castle upon Tyne. Lagonda Distributors. Site
of works, 100, Gosforth. Tel. 4749. (C1084)

1937 Lagonda 4½-litre pillarless saloon, extensively
reconditioned by makers in 1947 at a cost of
£750, now in very good order, including tyres, fitted
radio and other extras; first offer over £225.—Morley,
54, Streatheam Hill, S.W.2. Tel. 4498. (C1085)

1954 (February) Lagonda 3-litre 2-door sports
coupe, salmon finish, red leather, twin spot lights, etc., one
owner; a really fine example of this marque; to-day's
list price, £1,900; now £2,150.—Naylor, 53, Plough
Lane, Purley, Surrey. Uplands 0654. (C1098)

Lagonda Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Lagonda.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

LAGONDA Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E.
Davies, 20 years' service manager to Lagonda,
Ltd.). Specialists in all aspects of service.—273, London
Rd., Staines. Tel. 4211-5. (C1090/R)

LANCHESTER

NORMAN AUTOS.

1939 Lanchester 14 Roadster saloon, immaculate
throughout; £295.—Norman Autos, 344-354,
London Rd., Croydon. Thornton Heath 4657. (C1089)

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (May, 1953), grey, red
and black, £1,050.—Stratstone 14, 1st, 1953. Tel.
London, W.1. (Mayfair 4404). (C4022)

SIMPSONS MOTORS (WEMBLEY), Ltd. English
Car Sales Division, offer:—
Lanchester 14, £125.-355. High Rd., Wemb-
ley, Midx. Tel. Wembley 4422. (C4015)

1954 Lanchester 16 saloon, one owner, genuine
green, with green leather, guaranteed; £850.—
Connel Symonds, Pervilas 4436. (C1087)

1939 1½-litre sports saloon, one owner, mileage
55,610. Ex condition; £230.-45. Dom. Hill, Cater-
ham. Tel. 211-221. (C1088)

1953 Lanchester 14 saloon, one owner, excellent
condition; cash price £850 or £6 monthly
hiring rentals £32/15, inc. tax and ins.

COODEN ENG. CO., Ltd., Cooden, Benthill. Tel.
Cooden 600. (C1089)

JACK ROSE, Ltd., offer:—1933 Lanchester 11 saloon,
Tele. 6777. Stafford Rd., Wallington, Surrey. Tel. 6677. (C1086)

CASS'S MOTOR MART.—1952 Aug. Lanchester 14
saloon, fawn, heater, unblemished, one owner;
£775. written guarantee.—5, Warren St., E.1. Tel.
4110. (C1084)

G & M ALFRED (1956), Ltd.—1953 Lanchester
14 de luxe saloon, small mileage, superb
throughout, written guarantee; £765.-6-7. Warren St.,
E.1. Tel. 3268. (C1085)

1953 Lanchester 14 saloon, one owner, genuine
9,800 miles. Ripon condition; £795.—Ripon
Ltd. (Lanchesters purchased), 16, Albemarle St., May-
fair, W.1. Hyde 2952. (C1086)

LANCHESTER 10.8 de luxe saloon, black, new
radio and battery, recently resprayed, main-
tained in garage, cost taxed. Lanchester enthusiast's
car £175 or next offer.—Deller, (day) Pad. 6264.
Evening Park 5396. (C1087)

1953 Lanchester 14 saloon, black, fitted heater,
low mileage, one owner, excellent condition throughout.
£695.—P. A. Morris, Ltd., 16, Duke St.,
Western Ave., W.1. Tel. Acorn 3224. (C1088)

Lanchester Cars Wanted

KIRKWOOD CARS buy 1939-52 Lanchesters—78,
Streatheam Hill, S.W.2. Tulse Hill 1288. (W2037)

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Lanchester.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

Le-Francis Spares and Service

L E-FRANCIS Ltd.

SPARES and service for all models from the manufac-
turers—Head Office and Works: Much Park St.,
Coventry. Tel. 6024-5-6. (C1082/R)

SPARES and service—J. C. Alexander, Ltd., 190,
Deansgate, Manchester. Tel. Tel. 4705. (C1083/R)

CHARLES FOLLETT Ltd.—Le-Francis distributor
for London and the Home Counties, are always
glad to hear from Le-Francis owners.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Le-Francis London Service Station
Works and Stores—
BARNSDALE YARD, off Elgin Ave., W.9. Tel. Cun-
ingham 5956-7. (C1084/R)

LIMOUSINES

A & S Guaranteed Limousines. Specialists for 50
years. Varied selection seven seater cars.

APE & SAUNDERS (Limousines Purchasing) Pro-
prietors Court, North Audley Street, Mayfair, W.1. (C1085)

1951 Limousine 1951 Mark III pullman, electric parti-
tion cloth rear, lavishly equipped, genuine £1,600
outstanding condition throughout; £1,165.

1952 Limousine privately owned, 1952, leather through-
out, genuine 22,000 miles, heater, radio, carefully main-
tained, £1,165. Selection 1952 leather limousine, £1,165.
£1,095.—Victoria Garage, Edgware Rd., Cricklewood,
Gladstone 3029.

£195—1952 Humber Pullman 7-seater limousine,
black, heater, face-forward occasions, and
ex one of the largest concerns in the world, the Bank
of England; mechanically, body and tyres good through-
out and ready to go to work.—King's Motors, 1, High
Row, Hounslow. Tel. 5332. (C1086/R)

LANCIA

ENGINES RECONDITIONED, Ltd., offer:—

1939 Lancia Aprilia d.h.c., perfect order; £375.—
533, Pinney Rd., Harrow, Middlesex. Tel.
Harrow 5566. (C1087)

J. H. BARTLETT—Lancia 1855, Grand Turismo,
5,000 miles, extras, £2,500; Lancia Grand Turismo,
1954, specially timed, £2,250; Lancia 2-litre Grand
Turismo just checked by Lancia of Rome, superb condition,
£1,750.—Pembroke Villas, W.L. Bay. 0282.

1939 Lancia Aprilia saloon, finished in two tones
in grey/grey with the interior upholstered
in grey leather, fitted Andre telecontrol shock absor-
bers, the appearance of this car is far above average
and the performance is really excellent, fitted twin
horizon chrome base lamp, etc., genuine 80
plus and 35 miles, £390, choice of two.

M ALDON ENGINEERING Co., Shethurst St.,
Pendleton, Manchester, 6. Pen 5457. (C1088)

1938 Lancia Aprilia 1452cc engine, beautifully
finished in gun metal metallics, blue
leather upholstery, oyler loose cover, heater,
windscreen wiper, etc., £1,165.—P. Howley Paper
Works, Warrington, Lancs. (W4018/R)

Lancia Cars Wanted

L ANCIA Aprilia wanted, year immaterial.—T. P.
Breen, Ltd., High Rd., Whetstone, N.20. (C1089)

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Lancia.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

Lancia Spares and Service

L ANCIA (ENGLAND), Ltd.—English branch and sole
representatives of the famous Italian company;
all types of Lancia work reconditioning, etc.
carried out by our own staff of qualified mechanics
and genuine Lancia factory-made spare parts available
and supplied at short notice.—For information regarding
general service reconditioning, technical data, etc.,
apply Lancia Works, Alperton, Wembley. (W4018/R)

LEA-FRANCIS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists

1947 Lea-Francis 1½-litre saloon, this car has
been maintained regardless of cost and can
be described as a specimen, radio fitted, a car for
the enthusiast; 399gns.

HIRE Purchase terms on the spot with no reference
to credit history, guaranteed part exchange or
your present motor cycle or car; always 200 cars under
£400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8.
5 Maids Vale 6044 connecting all branches and dep-
artments (Kilburn Park Station, Bakerloo line). (C1084)

CHALES FOLLETT, Ltd.—Sole distributors Lea-
Francis, London and Home Counties.

SERVICE—Works and Stores: Barnsdale Yard, of
Elgin Ave., W.9. Cunningham 5936. (C1085)

1950 Lea-Francis 2½-litre sports; £895 o.n.o. im-
maculate.—Corporation St., Clitheroe. (C1086)

1950 (late) Lea-Francis 2½-litre Mark VII sports
saloon, one owner, new engine December 1954,
many extras, including radio heater, fog lamp
and Rimbellers, washers, etc., excellent appear-
ance and condition, open to any expert examination; £525.—
Clayton Cars (London), Ltd., 17, Bruton Place, Lon-
don, W.1. Tel. Mayfair 4576. (C1087)

Le-Francis Car Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Le-Francis.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

Le-Francis Spares and Service

L E-FRANCIS Ltd.

SPARES and service for all models from the manufac-
turers—Head Office and Works: Much Park St.,
Coventry. Tel. 6024-5-6. (C1082/R)

SPARES and service—J. C. Alexander, Ltd., 190,
Deansgate, Manchester. Tel. Tel. 4705. (C1083/R)

CHARLES FOLLETT Ltd.—Le-Francis distributor
for London and the Home Counties, are always
glad to hear from Le-Francis owners.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Le-Francis London Service Station
Works and Stores—
BARNSDALE YARD, off Elgin Ave., W.9. Tel. Cun-
ingham 5956-7. (C1084/R)

LIMOUSINES

A & S Guaranteed Limousines. Specialists for 50
years. Varied selection seven seater cars.

APE & SAUNDERS (Limousines Purchasing) Pro-
prietors Court, North Audley Street, Mayfair, W.1. (C1085)

1951 Limousine 1951 Mark III pullman, electric parti-
tion cloth rear, lavishly equipped, genuine £1,600
outstanding condition throughout; £1,165.

1952 Limousine privately owned, 1952, leather through-
out, genuine 22,000 miles, heater, radio, carefully main-
tained, £1,165. Selection 1952 leather limousine, £1,165.
£1,095.—Victoria Garage, Edgware Rd., Cricklewood,
Gladstone 3029.

£195—1952 Humber Pullman 7-seater limousine,
black, heater, face-forward occasions, and
ex one of the largest concerns in the world, the Bank
of England; mechanically, body and tyres good through-
out and ready to go to work.—King's Motors, 1, High
Row, Hounslow. Tel. 5332. (C1086/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Spares and Service

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. GPO 4141.

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; repairs to carburetors, radiators, dynamo leaf springs, wheels, hubs, vertical drives, assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 5063.

MORGAN

1953 Morgan Plus Four 2-seater, Vanguard engine; blt. with black leather, excellent condition; £555.—Herbert Robinson, Ltd., Cambridge. Tel. 4461.

NOVEMBER 1957 Morgan 4/4, specimen car; £265.—N. hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2860.

Morgan Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham 6041.

S LOCOMOBILES, Ltd.

We urgently require Morgans of all models since 1937.—Duddeston Hill Lane, Wimborne, N.W.10. Wimborne 4869. Nearest Underground, Dulwich Hill Stn.

PRIVATE buyer requires low mileage Vanguard engined 4-seater, 2-seater considered; full details.—Pigot, Hurst House, Kingsley, Cheshire. (6909)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Lanham 7733.

MORRIS MINOR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. offers.—

1955 Morris Minor 2-door de luxe saloon, black with red upholstery, heater, mileage 2,600; one owner, immaculate condition; £595.—

W HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. (C5042)

ELM AUTOSALES offer:—

1952 Morris Minor, green with beige interior, superb order, looks like new; £485.—

ELM AUTOSALES, 28-30, Abbotbury Rd., Morden, E. Mitcham 7122. (C2067)

DAVENHAM MOTORS, Ltd.

1954 Morris Minor de luxe saloon, 2-door, grey, 4,000 miles; £575.

56 Park Lane, W. Hyde Park 4666; 374, Falinge Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangleys Rd., Cheadle, S.E.8. Rother Green 4821.

RUSSELL MOTORS offer:—

1955 Morris Minor 2-door de luxe, with screen washers, wing mirrors, etc.; £545.—

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sion St., S.W.1. Sionne 9238. (C3060)

TOLWORTH MOTORS, Ltd.

1955 Minor 2-door de luxe, 3,000 miles, as new; £575.

1955 Minor de luxe traveller's car, immaculate; £650.—Kingston By-Pass, Tolworth, Elmbridge 2254.

H. BEART & Co., Ltd., offer:—

1955 (May) Morris Minor 2-door saloon, black with red upholstery, genuine 8,000 miles; £545.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1081)

WARWICK WRIGHT, Ltd., offer:—

1955 Morris Minor tourer green with green up-holstery, 15,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

C.M.I. CAR SALES (Pr.), 6623, offer:—

1953 Morris Minor 2-door saloon, black, taxed; £435.

THREE months' guarantee; terms: 1st on application.

—Swiss Cottage Finchley Rd., N.W.3. (C1051)

C.M.I. CAR SALES (Pr.), 6623, offer:—

1954 Morris Minor 4-door de luxe saloon; £550. choice of several.

THREE months' guarantee, terms, list on application.

—Swiss Cottage Finchley Rd., N.W.3. (C1051)

1954 Morris Minor 4-dr, Clarendon grey, 7,000 miles; £555.

1955 Morris Minor 2-dr, blk/red, 8,000 miles; £565; exchangeable.—Mayfair and Root, Ltd., East Hill, Wandsworth, S.W.10. (few minutes Clapham Junction). Batt. 2252. (C3022)

1948 Morris Ser. 1 saloon, fastidiously maintained, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, K. 6104. (C4055/1)

1952 Morris Minor 2-door saloon, many extras; £555. Putney 2770.

1951 Morris Minor 2-door; £395.—Montrose Motors, Epsom New Rd., Beckhurst 1171. (C5085)

1954 (Oct.) Morris Minor 2-door, black, one owner, low mileage, immaculate; £510.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196.

1950 Morris Minor tourer; £365; 3 months' guarantee; terms and exchanges.

JAC. WILLIAMS & CO., Ltd., 169, Priory Rd., Hornsey, Muswell Hill, N.8. (C5054)

1954 Morris Minor saloon 2-door de luxe model; black, red leather, 10,000 miles only; £515.

FERRARIE OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (C2008)

MORRIS Minor de luxe, 1955, underseated, 2,900 miles, as new; £650.—Tel. Tulse Hill 7145. (6812)

The Autocar

MORRIS MINOR

MORRIS Minor 1955 Traveller's car, heater, radio, seat covers and other extras; £640.—Wembley 1444.

55-56 Morris Minor 2-door saloon; £743.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185.

JUNE 1955 Morris Minor, 3,000 miles, 4-door saloon; £525.—Cavendish Motors, Cavendish Rd., N.W.1. Wil. 6046.

1950 Morris Minor saloon, guaranteed; £590.—Oxford, 586, Kensington High St., W.14. Wes. 6651. (C529)

1955 Morris Minor saloon, 6,000 miles; £535; terms, exchanges;—45, Shirehall Park, N.W.4. Hendon 1645.

MORRIS Minor tourer, 1952 (Sept.); £400; 26,000 miles, heater, rubberised, one owner.—Tel. Tudor 6110. (16942)

1952 Morris Minor 4-door de luxe saloon, heater, loose covers, excellent condition throughout, guaranteed; £595.

G. WILKIN, Ltd., Lion Gate, Hampstead Court, Middlesex. Mol. 6109. (C4053)

1953 Morris Minor convertible, ohv black, heater; £425.—Silverthorne Motors, 11, Flizley Square, W.1. W. 8. 7311. (C4011)

1953 Morris Minor 4-door de luxe, very small mileage, clean, grey; £495.—Cradley Ltd., tel. 2046 Potters Bar.

1950 Morris Minor 2-door saloon, town, excellent condition, taxed, bargain; £375.—L. F. Dove Ltd., Guildford Rd., Woking. (C1079)

1954 2-door saloon, ohv, heater, property of original owner; £500.—W. Butcher & Sons Ltd., Ross-on-Wye. Tel. 2440. (1670)

1954 Morris Minor Traveller's car, 20,000 miles, 1955, fitted heater; £385.—Gardner & Co. (Hendon), Sunhill Hill 355; and 6039.

1954 (Dec.) Minor 2-dr. saloon, black/red, heater, overdrive, 4,000 miles, for private sale; £515.—Wes. 8251, Ex. 135, after 6 p.m. (16754)

1949 (Oct.) Morris Minor tourer, maroon, 18,000 miles, owner going abroad; £525.—Vine Crescent, Cheadle, Colchester 5961. (16829)

1954 Morris Minor Traveller's car de luxe, grey/red, fitted heater; £385.—Hawke Rd., Heiston, Cornwall. Tel. 16763.

1955 Morris Minor 2-door de luxe, black, red, 1955 miles, as new;—Smith & Hunter 376, Kensington High St., W.14. Tel. Western 2312. (C4018)

1952 (October) Morris Minor convertible, green, one owner, small mileage, excellent condition; £425.—Dowson & Ltd., Morris Agents, 18, Mill St. (C1044)

BARROW-IN-FURNESSE.—1954 Morris Minor saloon, blue, red, leather, heater, specimen, guaranteed; £555; terms, exchanges.—New Car Valeting Services, Greenacres St., Tel. Barrow-in-Furness, 5. (16932)

1955 (July) Morris Minor de luxe 2-door saloon, Ensign green, leather, heater, rimbushellers, 1,300 miles, as new; £595.—Tel. Bournemouth 7020.

1955 carburetor conversions h/c head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations; h.p. terms; part exchange;—F. Alexander Engineering Co., Ltd., Huddersfield, A. Bucks. Tel. 345. (C1084)

1952 model Morris Minor convertible, one lady owner, good condition, any trial; £505; exchanges; h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057.

1954 (July) Minor 2-door saloon, 5,000 miles, black, one owner, virtually new; £555; terms, exchanges;—Richards & Carr, 35, Kinnerton St., S.W.1. (C3045)

1955 (July) Morris Minor saloon, black, heater, windscreen washers; £455.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096/1)

1954 Morris Minor 2-door, black, one owner, 1954, immediate throughout; £515; hire purchase and part exchanges welcomed.—H. & J. Mills, Church Rd., Ashford, Middx. Tel. 2960. (C1035)

1955 Morris Minor 2-dr. saloon, 5,000 miles; £540.—British & Colonial Motors, Ltd., 13/14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1097)

1955 (July) Morris Minor saloon, 1954, 2½ years from new; £540.—Blackburn 162, Finsley Rd., Blackpool. Tel. 2252.

1954 Minor 2-door saloon, new engine, twin carburetors, heater, black, light grey, 1954, 2½ years from new; £540.—Blackburn 162, Finsley Rd., Blackpool. Tel. 2252.

1954 Minor 2-door, black, one owner, 1952, exceptional small mileage, exceptional condition; last open 9-7 week-days and Saturdays.—Rowland Smith 1444.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

MEEBE & MEEBE, Ltd. (Est. 1893), offer:-

1952 (Oct.) Morris Oxford saloon. Clarendon grey. maroon upholstery, loose seat covers, heater, spotlight, moderate mileage, one owner, well maintained, excellent throughout. £255.—The Broadway Mill Hill, N.W.7. Tel. MIL 2040. [C5012]

1954 Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new. £295.—JOHN CARROLL MOTORS, 415, Holloway Rd., N.7. Tel. North 4441. [C1036]

1952 Morris Oxford, beautiful condition. £485.—Jack Pooley (Automobiles), 395, Hendon Way, N.W.4. Tel. 8011-2. [C2063]

1953 Oxford saloon, black, red leather, heater, one careful owner, guaranteed; £450.—Campbell Symonds, Wembley 6262. [C1057]

AZ MOTORS offer 1954, immaculate, one owner, £485.—Saloon, 15,000 miles, as new. £485.—Palmers, Rd., N.W.10. Tel. May 4723. [C1011]

1956 Morris Oxford, beautiful condition. £485.—Autowork, Ltd., Southgate St., Winchester. Tel. 4985. [C1010]

1954 series I Morris Oxford saloon, black, heater, perfect condition, 5 months' guarantee. £525.—Wilson's, 34, Acme Lane, Brixton 4011. [C4065]

£395—Morris Oxford saloon, 1949, black, beige interior, heater, one owner, immaculate condition. £395.—Agamemnon, Rd., N.W.6. Hampstead 5185.

1952 Oxford, heater, one owner, excellent example, genuine bargain; £445; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

1955 grey Morris Oxford saloon, red upholstery, 6,000 miles, registered May 1955. H. H. Tudor, Wellington Grove, Beaconsfield, Tel. Gooden 1629 after 6 p.m. [C1619]

1954 Morris Oxford, low mileage, one owner, de luxe radio, as new; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3096]

1954 (registered December '53) Morris Oxford saloon, black, heater, one owner, £450.—G. G. Conroy, 155, Regis Motors, Ltd., Euston 5994. [C1575]

1952 (October) Morris Oxford saloon, grey, red interior, one owner, extremely nice condition. £495.—Garage Service Co. Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 6692. [C2019]

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £454.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3096]

TANLARD & SMITH, Ltd., offer 1953 Morris Oxford, de luxe, heater, black, one owner, £450. Immaculate condition. £454; 3 months' written guarantee.—194-195, King's Rd., Chelsea, S.W.3. Fixman 4801.

465—Morris Oxford, October 1952, saloon, grey, red leather, heater, carefully used; terms, exchanges; hist.; open 9-7 weekdays and Saturdays.—H. H. Smith, Hampstead (Hampstead Tube). Tel. 6041.

1952 (late) Morris Oxford saloon, grey, leather condition, one owner, who was most fastidious in the care and service of this car; £485; written guarantee; terms, exchanges; trade enquiries welcomed.—HAROLD SMITH'S, 201, East Finchley 6052-4, anytime. [C4065]

Morris Oxford Cars Wanted
GARDNER & CO. (BEDFORD), will buy your Morris Oxford.—Sunny Hill 3359 and 0350. [W2074]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

MORRIS SIX
PHENIX MOTOR CO. (SURREY), Ltd., offer:-

1950 Morris Six saloon, maroon, red upholstery, in really exceptional condition; £255.—PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C3044]

1953 Morris Six, grey, heater, radio (H.M.V.), small mileage, beautiful condition; £490.—6, Green Ave., N.W.7. Mill 4622. [C690]

£444—1951 Morris Six de luxe saloon, spotless condition, just like new; speedometer records 22,000 miles.—J. A. Thompson, 201, Finchley Rd., East Finchley (East Finchley Underground). [C2028]

1950 Morris Six, new engine, immaculate; £365.—Gardner & Co. (Bedford), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3096]

1950 Morris Six saloon, maroon, leather, Regency covers, radio, heater, other extras, 35,000 miles, immaculate inside and outside; £450 o.n.o.—Rickmansworth 2688. [C6540]

Morris Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR CO. for your Morris. Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. [W4089/R]

Morris Spares and Service
MORRIS, the official stockists, for spares, service and repairs.—Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 8151-6. [C1917/R]

MORRIS genuine spares and special service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C542/R]

KINGSTON - ON - THAMES—Morris agents and specialists for sales and service.—T. C. ATKIN, Ltd., 1, London Park, and 94, Eden St., Kingston, Kingston 2341. [C6453]

FOR Morris service consult Morris specialists.—W. T. Marion & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [C4071]

Morris Spares and Service

LARGEST and most up-to-date service in the South of England.—Hawes Garage, Ltd., Reading. Tel. 4426.

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for many a century; complete overhauls and coachwork our specialty; exchanges, engine units, spares and accessories.—Wei. 1101. [C565/R]

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." [C4015]

1951 Nash Statesman, blue and cream, radio, heater, excellent condition throughout; £595.—CREW'S AUTOS, Ltd., 10 & 11 Ascot Parade, S.W.3. Tel. Macaulay 2212. [C1002]

Nash Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Nash buyers. Wembley 8691/3903. [W4015/R]

OLDSMOBILE

OLDSMOBILE Show model Rocket 88 4-door saloon, works mileage only.

1951 OLDSMOBILE 1951 holiday coupe, Rocket engine, finished black and red, plus extra; £695.—MAX COWLER (AUTOMOBILES) LTD., The American Car Specialists, 15, Warren St., London, W.1. Euston 2565 or 1143. [C1111]

Oldsmobile Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R]

OPEL

1955 MAYNER MOTORS, Ltd., OPEL distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 25266 2494. [C5626/R]

Opel Spares and Service

LANCASHIRE MOTOR CO. LTD., North Wales distributors for sales, service and spares.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. [C515/R]

PRIDE & CLARKE, Ltd., OPEL stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [C2068/R]

REPAIRS—Parts, universal joints, wings, seat covers, £42.10; guaranteed engines, suspensions; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. P.R. 2647. [S4100]

PACKARD

SIMPSONS MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." [C4015]

1948 right-hand drive Packard Clipper, radio, man. 7639. [C1105]

1951 Packard 200 right-hand drive sedan, black, radio and heater, 19,000 miles, £1,200.—Hounslow 2554. [C6783]

1937 Packard Super Eight saloon, very good condition throughout, £125.—F. Dodson, Ltd., Garage, Middlesex Rd., Beckhill-on-Sea. Tel. 5282-5. [C6702]

1953 Packard Clipper, radio and heater, 11,000 miles, blue; £1,600.—Joe Thompson (Motors), Ltd., 91-93, Fulham Rd., South Kensington 2232. [C4028]

PACKARD Straight Eight, 4,720cc engine new and still boxed as received from U.S.A. Customs, etc., paid.—Offers to Broomgrove Motor Co., Ltd., 418, Ecclesall Rd., Sheffield. Tel. 61442. [C6914]

1949 50 series Packard 4-door saloon, sedan, excellent mechanical order, new tyres, well maintained specimen, colours, blue, sand; terms, exchanges; £295.—Cathedral Garage, St. Pauls Lane, Norwich. Tel. 2597. [C6021]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ERONARD WILLIAMS & CO. Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C191/R]

SIMPSONS MOTORS (WEMBLEY), Ltd. the Packard buyers. Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS) Ltd., require Packard 90. Tel. 91-95, Fulham Rd., S.W.3. Kensington 4652. [W4028]

PACKARD Spares and Services—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. [S4028]

ERONARD WILLIAMS & CO. Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C6469/R]

PEUGEOT

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3475-4-5. [C6706/R]

1955 Peugeot 203 model saloon, indistinguishable from new very low mileage, loose covers, heater, overdrive, £1,250. [C6500]

1954 Peugeot 203 model saloon, same equipment as the above, one owner, nominal mileage: £265.

ALSO full range of new 403 and 205 models available immediately.

M.B. MOTORS The Peugeot distributors for East Dorset, South Wilts and West Hants.

142 Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33367. [C5090]

1955 NEW Peugeot 1955 Type 203 Chabrolaine estate car, the roomiest and most economical obtainable, with automatic, derestricted terms.—JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. [C4035]

Peugeot Cars Wanted

WELHAM B RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 173. Purchase all makes.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GLAMFIELD LAWRENCE, 2-10, City Rd., Cardiff.

Renault distributors—East Glamorgan—spares and service—Tel. 70531. [C6811/R]

PLYMOUTH

SIMPSONS MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." [C4015]

Plymouth Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Plymouth buyers. Wembley 8691/3903. [W4015/R]

PONTIAC

1952 Pontiac r.h.d. heater, radio, in excellent condition throughout.

SCOOT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7775-8676. [C4016]

SIMPSONS MOTORS (WEMBLEY), Ltd. the American car specialists; full list see "American Cars." [C4015]

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Pontiac buyers. Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE Distributors Great Britain for Pontiac cars and Pontiac parts. [W4015/R]

Porsche

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561. Specialists in Porsche repairs and service. [C629/R]

PERSONS Cars Wanted

PRIATE purchaser needs low-mileage 1,500cc convertible or might consider hard-top; lowest cash price please.—Box 7722. [C684]

RACING CARS

SEE under "Jaguar" for the Berry sports/racing car. [C612]

1955 (Jan.) Porsche 1500, fixed head coupe, one owner, total mileage 15,000, metallic silver, taxed, £1,500; also another 1500 saloon 1954 (April), £1,350, including a receivable colour to choice.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. [C2015]

PERSONS Cars Wanted

PRIVATE purchaser required immediately.—G. Edwards, Amendenbury Lane, Harpenden, Herts. Harpenden 112. [W2000]

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amendenbury Lane, Harpenden, Herts. Harpenden 112. [W2000]

RENAULT

RENAULT cars spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656. [C4021/R]

NORMAN AUTOS,

RENAULT stockists; delivery from stock.—Norman Autos, 44-54, London Rd., Croydon. [C652]

1951 Renault 750 de luxe saloon, smoke grey. [C635]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1955 Renault 750, 4,200 miles, maker's guarantee; £540.—White, 212, Chislehurst Rd., Orpington. [C690]

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 173. Established 1929.

1955 Fregate 2-litre saloons, black or grey, used £350 only for demonstration purposes, taxed £350 each, another unregistered, new, £399.

1955 750 de luxe saloons, black or grey,示范 stratos, sun roof and loose covers; £525 and £530 each.

1946 12hp saloon de luxe, black, taxed; £225. [C4070]

1952 Renault 750, fawn with red leather, one careful owner, immaculate; £385.—Campbell Symonds, Parivale 4456. [C1037]

1955 750, only a few weeks old, as new, £555; terms, exchange.—Rudds, Renatus Agency, Adjacent Central Station, Worthing 7773-4. [C6793]

1939-40 Renault 6-cylinder coupe, first registered 1946, in very nice condition; £225.—Jaquier, Ltd., 225-7, Hammersmith Rd., W.6. [C2043]

1949-50 Renault 1600, recon. engine, £1,000 rack, spotlight, etc. Part exchange; terms.—Douglas, 110, Cricklewood Broadway, N.W.2. Gladstone 3906. [C6801]

Renault Cars Wanted

WELHAM B RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 173. Purchase all makes.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

- J. JAMES, Ltd., offer:-
1955 Pathfinder, maroon, beige upholstery, bucket seats, radio; £1.175.
1955 Pathfinder, green, green leather, 14,000 miles, excellent condition; £1.150.
1952 Riley 1½-litre, silver-grey, one owner, in good condition; £650.
J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7511. [C1022]
1950 Riley 2½-litre; £550.

S. COOT CARS, 347, Finchley Rd., London, N.W.3
 Hampstead 2100/3674

H. W. MOTORS, Ltd., offer:-

- 1950** Riley 2½-litre saloon, radio and heater, extremely good condition, one owner; £285.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042]
- MAYFAIR COUNTRY CARS** offer:-
1955 (July) Pathfinder, new condition, fitted Mototrola radio; £1.175.
1953 (June) RME 1½-litre saloon, grey, red interior, £1.175.
1953 (Feb.) RME 1½-litre saloon, black, brown leather, taxed; £1.175.
1952 2½-litre, British racing green, Motorglobe radio, tax'd; £695.
1952 2½-litre, black, red leather, H.M.V. radio, tax'd; £695.
1950 green saloon 2½-litre, H.M.V. radio, British racing green, red leather; £575.
1947 2½-litre black saloon, taxed; £425.

EVERY car 3 months' written guarantee, any make or car taken in part exchange, easiest of terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008]

BOON & PORTER, Ltd.—Distributors.

- 1955** Pathfinder saloon, black, green bucket seats, 3,500 miles, excellent; £1.145.
1946 (Sept.) 1½-litre saloon, black, green leather upholstery, well maintained; £565.

C. CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444. [C1022]

GORDON & GLYNN (The Ruer Centre).

- 1957** 1½-litre Lynx open 4-seater sports, £225; perfectly perfect and smart.
- H.P. terms, 1/4 deposit and balance over 12 months on all our cars.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Sq. tube). Tel. Sloane 8326. [C2075]

GUY SALMON AUTOMOBILES offer:-

- 1952** (September) Riley RMF series 2½-litre, black, demister, black lawn seats, genuine 20,000 miles, £1.175.—Riley enthusiast, superbly maintained; £1.175. Ferribrook Rd., Totnes, Darton, Emberbrook 5551-2-3.

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car sales division, offer:-
 Riley 9 Monaco saloon; £95.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422. [C1015]

- 1936** Riley 9 Merlin sports saloon, knockout price to clear; £100 or £55 deposit.—Below.
1936 Riley 1½-litre Kestrel Sprite sport saloon, unwarmed tyres, good battery, Scintilla ignition, outstanding condition; £65 or £55 deposit. Bray Motors, 180-184, West End Lane, N.W.6. [C4001]

1953 series 2½-litre saloon; £755.—Shard Motors H. Uxbridge Rd., W.5. Ealing 1475. [C1242]

- 1955** (July) Riley Pathfinder, genuine 5,000 miles, extras including radio; Ripon condition; £1.215.

R. IPOCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1032]

- 1947** 2½-litre Riley, black, excellent condition; £450 o.n.o.—10, Brompton Farm Rd., Strand, Kent. [C1013]

1951 Riley 2½-litre saloon, 44,000 miles, heater, good condition; bargain; £510.—Box 7732. [C1073]

- 1950** Riley, immaculate throughout, low mileage, ex. ex. £550.—20, Queens Walk, Cleveland, Stockport. [C1074]

C. CLARKE & SIMPSON, Ltd., Riley sales and service, offer on one of the largest selections of guaranteed used Rileys in the country.

- 1954** 1½-litre saloons, black/grey, red leather; choice of 2 from £595.

- 1953** 2½-litre saloon choice at 2, green and black from £95. [C1075]

- 1951** (January) 2½-litre Roadster, autumn red; beige leather, 28,000 miles; £595.

- 1949** (January) 2½-litre saloon, bronze, red leather; £495. [C1076]

- 1955** Riley 1½-litre saloon, black, maroon leather, on owner, genuine 9,000 miles, as new; £595.

- 1954** (July) Riley 1½-litre saloon, grey, maroon leather, fitted with car radio and heater, one owner, genuine 15,000 miles, as new; £925.

- 1952** (May) Riley 2½-litre saloon, black, red leather, radio and heater; £595.

- 1952** Model Riley 1½-litre saloon, 1937, red, black, and white, one owner; £215.—Gibson's Sports Cars, Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highclere 2275-6. [C1077]

- £585**!!! 1951 Riley 2½-litre de luxe saloon, only 2 owners, immaculately maintained, beautiful throughout.—Below.

- £565**!!! 1950 Riley 1½-litre de luxe saloon, absolutely specimen piece, only one owner, the finest of its type; £565.—Box 6222.

L. AMES OF WOOD GREEN (est. 1897); 100 guaranteed cars; exchanges; hire purchase.—321-325, High Rd., Finchley (east) r.n.c.h.s. [C1062]

1950 Riley 2½-litre roadster, black, beige leather, 37,000 miles; £475.—Moore's Garage, Ottershaw, Surrey. Tel. 359. [C1080]

RILEY

- 1949** Riley 1½-litre saloon, green, one owner, low mileage, perfect; £495.—Bradstock Motors Ltd., Chase Rd., Epsom 5696-7. [C1090]
- 395** leather, heater, very good condition; terms, exchanges.—Rowland Smith, below.

245 gms.—Riley 1938 Adelphi saloon, sliding head, heater, overdrive, excellent condition; terms, exchanges, like open 9½ week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

- 1954** (July) Pathfinder, 11,000 miles, as new; £1.035.—Towthorpe Motors, Ltd., Kingston By-Pass, Towthorpe, Elmsbridge 2254. [C1081]

1955 (September) Riley Pathfinder saloon, 2,600 miles only, grey, red leather, heater and radio, showroom condition; £1.125.

ALEXANDER ENGINEERING Co., Ltd., Haddington, Bucks., Tel. 545. [C1034]

- M. ALFRED'S** (1936), Ltd.—1948 Riley 1½-litre saloon, low mileage, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005]

- 1950** (Dec. 49) 5-seater roadster 2½-litre, in green radio and heater, excellent throughout; £495. Terms available, Yorkshire.—Box 7641. [C1022]

- 250** 2½-litre saloon, one owner, heater, superb condition; £595.—Cox's Motors Ltd., 35, Kilnerton Rd., Sloane 5424. [C1045]

- 1952** Riley 1½-litre, heater, radio, one owner, nearly new; £600; hire purchase arranged.—East Knoyle 371, Wilts. [C1011]

- 1955** (March) Riley Pathfinder saloon, maroon, genuine 2½ years, as new; £1.125.—Apply Mrs. Williams, "Pine Tree," Upson Heath, Chater Tel. Chester 2678. [C1022]

- 1955** Riley Pathfinder saloon, 6,000 miles; £1.195.—British & Colonial Motors, Ltd., 15-18, Upper St. Martin's Lane, London, W.C.2 (adj.), Leicester Square Tube station. Temple Bar 3598. [C1027]

- 1951** Riley 2½-litre drop head coupe, extremely smart appearance, fitted radio and heater; £595.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 1-0519. [C1016]

- 1949** Riley 1½-litre saloon, black with green leather, in beautiful condition throughout; £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

- 1955** Riley Pathfinder, 8,000 miles, in immaculate condition throughout and indistinct shape from new; £1.150.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1 (2 mins. Sloane Sq. tube). Tel. Sloane 3271. [C1006]

- 1948** (August) 2½-litre cream and black saloon, red leather, H.M.V. radio, heater, taxed, one owner since 1949, all new tyres, really superb condition; £485.—Speedsters, Ltd., Horley (Surrey) 428 until 10 p.m. [C1020]

- 1½-litre** Riley 1950, black, brown leather, heater, radio, black, small carpets, soundproofed, excellent condition of engine and coachwork; original owner selling; £370.—Buckley, 52, Sevenoaks Rd., Orpington 27124. [C1021]

- RILEY** 2½ (August, 1952) black saloon, 50,000 miles, radio, heater, new tyres, new battery, newly relined brakes, any inspection, expertly driven and maintained, unmarked; £650.—Jones, 21, Radnor Mews, W.2. Paddington 2715. [C1071]

- 1948** (August) 2½-litre cream and black saloon, red leather, H.M.V. radio, heater, taxed, one owner since 1949, all new tyres, really superb condition; £485.—Speedsters, Ltd., Horley (Surrey) 428 until 10 p.m. [C1020]

- 1950** Riley 1950, black, brown leather, heater, radio, black, small carpets, soundproofed, excellent condition of engine and coachwork; original owner selling; £370.—Buckley, 52, Sevenoaks Rd., Orpington 27124. [C1021]

- RILEY** 2½ (August, 1952) black saloon, 50,000 miles, radio, heater, new tyres, new battery, newly relined brakes, any inspection, expertly driven and maintained, unmarked; £650.—Jones, 21, Radnor Mews, W.2. Paddington 2715. [C1071]

- Riley Cars Wanted**

R. OWLAND SMITH'S The Car Buyers—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham 6041. [W1018/R]

WANTED, nearly new Riley 1½-, 2½-litre, distance no object.—Green & Zoula, 248-252, Deanstoun, Manchester, 3. Tel. 5325-6. [W1023]

CLARKE & SIMPSON, Ltd., offer to purchase 1955 Riley Pathfinder, maroon, red leather, up to 1½-litre, not 1½-litre, not 2½-litre, not 3½-litre, not 4½-litre, not 5½-litre, not 6½-litre, not 7½-litre, not 8½-litre, not 9½-litre, not 10½-litre, not 11½-litre, not 12½-litre, not 13½-litre, not 14½-litre, not 15½-litre, not 16½-litre, not 17½-litre, not 18½-litre, not 19½-litre, not 20½-litre, not 21½-litre, not 22½-litre, not 23½-litre, not 24½-litre, not 25½-litre, not 26½-litre, not 27½-litre, not 28½-litre, not 29½-litre, not 30½-litre, not 31½-litre, not 32½-litre, not 33½-litre, not 34½-litre, not 35½-litre, not 36½-litre, not 37½-litre, not 38½-litre, not 39½-litre, not 40½-litre, not 41½-litre, not 42½-litre, not 43½-litre, not 44½-litre, not 45½-litre, not 46½-litre, not 47½-litre, not 48½-litre, not 49½-litre, not 50½-litre, not 51½-litre, not 52½-litre, not 53½-litre, not 54½-litre, not 55½-litre, not 56½-litre, not 57½-litre, not 58½-litre, not 59½-litre, not 60½-litre, not 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BOND OF VINTAGE AUTOS.
THE pre-war Rolls-Royce specialists.

£395 —Rolls 25, 1935/4, saloon, magnificent condition.

ALWAYS a good selection of all types at very competitive prices.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. BAY-3-1000 and 6262.

GUY SALMON AUTOMOBILES offer:-

1935 Rolls-Royce 25hp owner-driver sports saloon by Hooper, sunshine roof, good condition; £550. Portsmouth Rd., Thames Ditton. Emberbrook 6551-2-3.

SWANMORE GARAGE, Ltd., Bournemouth.

£695 —Rolls-Royce 20/25 saloon by James Young. exceptional condition.

£645 —Rolls-Royce 20/25 by Thrupp & Maberly. extremely pretty car.

£245 —Rolls-Royce 20/25 1937 Replicas, radiator needs rechroming. Exchanges, guarantees, terms.

SWANMORE GARAGE, Ltd., 1176-1190, Christchurch S. Rd., Boscombe E., Bournemouth (Southbourne 4334).

NIGHTSBRIDGE MOTORS, Ltd., offer:-

1936 delivery Rolls-Royce PII Continental 8K chassis fitted with delightful 4-seater 2-door sports saloon by Hooper, excellent history.

1937 delivery Rolls-Royce 25/30, fitted with unique razor-edged sedanca de ville, coachwork by Windsor, body height below waist line, outside carriagelamps, beautiful chrome.

1937 delivery Rolls-Royce PIII, fitted with superbly contoured sports saloon by Gurney Nutting.

1939 delivery Rolls-Royce PIII, fitted with stream-lined convertible coachwork by Park Ward.

very small mileage.

1. Roberts Mews, Lowndes Pl., Belgrave Sq., London, S.W.1. Sloane 4066.

DENHAMS GARAGE (ESHER), Ltd., offer:-

1950 Rolls-Royce Silver Wraith owner driver saloon, superb condition throughout, full history available, genuine 35,000 miles only from new. finished in very attractive dual grey cellulose, this car was originally supplied to Mr. J. H. of the very reasonable price of £2,995; part exchanges and deferred terms.—High St., Esher, Surrey. Tel. 2021.

HEARSE. Hearse. From £1450 complete.

machines available.

LIVE & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161.

1931 limousine, steep tail, 25hp Park Ward, for war, occasional, exceptional opportunity; £200.

1934 limousine, 25hp wide, occasions, £245.

carefully maintained, excellent mechanically; £245. Victoria Garage, Edgware Rd., Cricklewood 2010.

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

1937 delivery Rolls-Royce PIII, fitted with superbly contoured sports saloon by Gurney Nutting.

1939 delivery Rolls-Royce PIII, fitted with stream-lined convertible coachwork by Park Ward.

very small mileage.

1. Roberts Mews, Lowndes Pl., Belgrave Sq., London, S.W.1. Sloane 4066.

JOHN WILSON MOTORS, Ltd., Sanderson Rd., South Croydon, Sanderson 4260.

1936 delivery Rolls-Royce 25hp owner-driver 4-door 4-light saloon with large boot; superlative condition throughout, original paint, 35,000 miles only, £1,000; exchanges, etc.—Autowork, Ltd., Southgate 84-90. Holland Park Ave., Kensington, Park 5077.

1937 delivery Rolls-Royce Phantom III, full 7-seater, face forward, occasions, remarkable car, only used between '37-'39, total mileage 10,000, excellent condition. Taylor Bros., Crewe, Hyde Park Corner, 35. Grosvenor Crescent, Crewe, S.W.1. Tel. Sloane 5215.

ROLLS-ROYCE 22hp Replica 4-light saloon by Southern, white paint, leather interior, £1,000; outstanding modern looking, in excellent condition; £250; terms, exchanges.—Tillingham St. Garage, Sparkbrook, Birmingham. Victoria 2655, after 7 p.m. Highbury 4373.

OWNER, driving (November, 1937) Hooper 30hp sports saloon, white paint, leather interior, £1,000; exceptionally attractive, fully equipped, carefully maintained; £1,050; appointment please.—Woodbury, Sheen Common Drive, Richmond, 4551 Prospect.

ROLLS-ROYCE 1934 Silver Ghost in excellent order.

original paint, body with detachable glass top, screen former, the property of Indian Maharajah, 5 good tyres, battery, new wiring and upholstery, over £700 have been spent on this car, photo gladly sent.

£275 o.n.o. Would exchange for smaller vintage car.

Burndale New Brighton Rd., Emsworth, Hants. Tel. 6555.

H. F. EDWARDS offer really exceptions: 1936 Rolls-Royce 25/30 sports saloon with commodious rear boot by Gurney Nutting, finished black with blue lower panels and body leather, 35,000 miles, disc brakes, particularly attractive lines, Rolls-Royce service history available; £745; terms: exchanges—154, Great Titchfield St., London, W.1. Tel. Langham 0012.

PHANTOM III Rolls-Royce close coupled limousine.

With very pretty 4-light body by Barker with large boot to the rear; this car has covered a very small mileage indeed since new, and the interior and exterior is virtually without blemish. Fitted with numerous fittings, suggests the cost of £1,000.

the new Phantom III's left in the country; £1,950.

Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

ROLLS-ROYCE 1935 in amazing condition.

With leather, marquetry, division and face forward seats, swept tail colour black, leather upholstery front, Bodford cord rear; this car has been used exclusively in the Isle of Man, one owner since new and has done 20,500 miles only, is virtually a new car and in excellent condition; unusual bargain.

£785 o.n.o. Would exchange for similar vintage car.

(London) Ltd., 17, Bruton Place, London, W.1. Tel. Mastray 4576.

R. R. 25-30hp sports saloon, black and blue, leather upholstery, 4-door, 4-light, £275.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

DAGENHAM MOTORS, Ltd.
1952 (January) Rover 75, black, heater, 15,600 miles; £615.
56 Park Lane, Hyde Park 4865; 376, Baling Rd., Alperton, Middx; Perivale 5388; and 6, 8 and 12, Sandleys Rd., Cattford, S.E.6, Hither Green 4821. [C108]

RUSSELL MOTORS offer:

1948 Rover 60 sports saloon, black with grey leather upholstery, in exceptional condition. **RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47 Sloane St., S.W.1. Sloane 9288.

PHILLIPS RICHARDS, Ltd., offer:

1950 Rover 75 saloon, bottle green, radio, 45,000 miles; part exchange, deferred terms; £4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4727/8. [C108]

CHILSTEAD MOTORS, Ltd., offer:

1954 model, black, red leather, beautiful condition; £1,035. **CHILSTEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Maxflax 0554/7355; 7154. [C1046]

CHARLES FOLLETT, Ltd., offer:

1954 Rover 90 saloon, black, beige, H.M.V. radio, guarantee; h.p. facilities; £1,095. **S SHOWROOMS**, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnsley Yard, off Elgin Ave., S.9, Cunningham 5335. **C2010**

A UTOSALES (LONDON), Ltd., offer:

1950 Rover 75 de luxe saloon, black, red interior, small mileage; £655—59-65. **BESIDE**, Rd., N.W.6, Mal. 5555/2155. **DUNHAM & HAINES** of LUTON offer:

1955 Rover 60 saloon, black/grey, 3,431 miles only. **1954** Rover 90 saloon, black/red, 12,000 miles, one owner. **1948** Rover 75 saloon, black/maroon, radio.

WE have a large selection of used Rovers, 75 and 90 saloons available. Tel. 01-291000 for further information and delivery dates for new Rovers. **DUNHAM & HAINES**, 46, Castle St., Luton, Beds. [C1079]

HENDON CENTRAL GARAGE, Ltd., offer:

1951 Rover 75 saloon, fitted heater, taxed, in immaculate condition; £650. **WATFORD WAY**, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C1084]

1954 Rover 90 saloon, black, one owner, genuine 10,000 miles, whole car immaculate; £1,075. **FELD**, Croydon. Tel. Croydon 7464.

1951 Rover 94, taxed, excellent condition; £645. **MAGDALEN MOTORS**, Ltd., 511, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573/7575.

1951 Rover 40 saloon, one owner, very fine order; 5 months' guarantee; £645. **C & W MOTORS**, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1954 (May) Rover 60 saloon, black with red hide upholstery, 17,000 miles; £625. **W. B. MARCH**, Romford 75-76, grey with green hide upholstery, one owner; £1,025.

1954 (October) Rover 90 saloon, 14,000 miles, one owner, fitted with H.M.V. radio, rimless wheels; £1,025. **THE above cars are in excellent condition holding our 3-month guarantee.** **Caffyns**, Ltd., Ashford Rd., Maidstone 4744. [C1081]

1954 Rover 75, black with blue upholstery, series Rover 75, 11,000 miles; £681.

1953 Rover 75 black with green upholstery; £695. **ODEO Motors**, Ltd., Ber. 1144. [C1028]

1951 Rover 75 saloon, black with red leather, radio, various extras; £695. **PARKERS**, Ltd., (MICHAEL PARKER & BOLTON), Ltd., Bradfordgate, Bolton 4080. [C1082]

R OVER 75 P.H.I. sports saloon, P.V.I. engine, black, new Dunlop Ports, extras; £690 minimum. **EMBEBROOK**, 5722. [C1083]

£498—Rover 75 sports saloon, 1948, really magnificent condition, radio, heater, etc.; many other cars. **BOON & PORTER**, 1, Glarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yrs Holland Park Tube). Exchanges, h.p.

1948 (July) Rover 75, P.H.I. model, grey with blue hide, a fine example of this renowned model; £500. **Below**.

1954 (Aug.) 2-tonne grey, red leather, high ratio axle, almost equal to new; £1,145. **Robbins**, East Putney. Tel. 7681. [C1017]

1951 (April) Rover 75 saloon, colour black with green leather upholstery, radio one owner; £650. **MacVittie**, Malvern. Tel. 300. [C1061]

1955 (Jan.) Rover 75 saloon, green/green hide, one owner, 3,500 miles only, as new throughout, taxed; £650. **Below**.

1954 (Sept.) Rover 90 saloon, dove grey/red hide, one owner, 7,500 miles only, superb condition, full history; £1,165. **Gordon White & Co., Ltd.**, Cross 2077-8. [C1069]

1954 Rover 90 saloon, radio, heater, 10,000 miles, one owner, black/grey, as new. **Somersault Garages**, Ltd., Temple St., 3558. [C1080]

£599—1950 Rover 75 P.4 de luxe saloon, spotless black/brown, excellent mechanical, also choice another model in mint condition. **L AMBS OF WOOD GREEN** (Est. 1897). 100 guaranteed cars; exchanges; hire purchase; 421/423, High St., Finchley. (East Finchley Underground) 2022. [C1028]

1953 Rover 75 saloon, also 1952 Rover 75 saloon, 1948 Rover 75 saloon; exchanges, etc. **AUTOWORKS**, Ltd., Southgate Rd., Winchester. Tel. 4965. [C1010]

1954 Rover 60 saloon, grey with grey leather upholstery, one owner, in excellent condition throughout; £695. **Coventry & Jeffs**, Ltd., Bristol 20091. [C1085]

ROVER (60, 75 and 90)
R OVER 75, July 1955, green, one owner, recently decarbonised, two fog lights, radio, seat covers, mats, three new tyres; £850 o.n.o.—Tel. Beaconsfield 1152.

1955 Rover 80 saloon, black, red leather, complete with all extras, absolutely as new, one lady owner—**Roy Galway**, Ltd., 21, Farm St., W.1. Gso. 4747.

1955 Rover 80 (Sept.), 2,000 miles, offered at £210 below present list; **Conqueror**, 19, New Bond St., W.1. Tel. 4747.

1955 Rover 60 4-light saloon, 101 Queen Edith's Way, Cambridge. [C1010]

A Z MOTORS offer 1949/50 (November) 75 saloon, absolutely immaculate, one owner, fitted radio, headlamps, etc., £650. **Autoworks**, Ltd., 421/423, Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1953 Rover 75 saloon, green with green leather upholstery, fitted heater, H.M.V. radio, 21,000 miles only, one owner; £295. **Coventry & Jeffs**, Ltd., Bristol 20091.

R OVER for **Rovers**.—1952 (August) 75 saloon, Connaught green, H.M.V. radio, £725; also full range of other models; terms; exchanges—**Hatton Motors**, Ltd., 7, Broad St., Birmingham. Midland 2437.

1952 Rover 75, blk./red hide, heater, low mileage; £795; exchanges—**Naylor & Root**, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Tel. 2252.

1955 Rover 75, smoke blue with black hide interior, £110 under list price; exchanges and terms—**Milton Motors**, 206, Deansgate, Manchester, 3. Blackfriars 5825. [C1022]

1951 Rover 75 P4 sal., blk./grey hide interior, heater, tax'd, one careful owner, 10,000 miles; £995; consider part exchange—14, Buckingham Ave., Worthing 1289. [C1027]

1954 Rover 75, green with green upholstery, one owner, 18,000 miles, excepting condition throughout; £995. **Deansgate**, 18, Dorking 2950. [C1028]

1955 Rover 75, green with green upholstery, as new, £995. **Autoworks**, Ltd., 421/423, Gordon Wooderson 482. [C1029]

1955 Rover 75 1955 P4 de luxe saloon, duo-tone, 3,800 miles; £995. **Deansgate**, 18, Dorking 2950. [C1030]

1951 Rover 75 black saloon, red upholstery, owned in chauffeur kept condition. **Gooday's**, London. Safety all wheels; car is of exceptionally fine value and priced at £685; reasonable offer entertained. Delivered England—**Matthes**, Ltd., Bakers, Lane, Cirencester, Norfolk. [C1031]

1954 (June) Rover 90 saloon, two-tone grey, leather, to match, H.M.V. push-button radio; fabric heater, spot lamp, screen washers, etc. private owner, 14,142 miles (genuine), the whole car brand new, internally and externally; £1,125; a saving to-day of over £350 (three hundred and fifty pounds); a lot more than the car cost new. **Deansgate**, 18, Dorking 2950. [C1032]

1953 Rover 75 saloon, finished in Rover blue with grey leather interior; this is a one-owner car from new and has been maintained regardless of cost and kept in most immaculate condition throughout, recently fitted all new trim, just underscaled, fitted heater, demister, new battery, taxed, a superb example; £825. [C1033]

M ARKINSON MOTORS, Ltd., "Langham House," 3, Stamford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C1030]

1953 Rover 75 saloon, finished in Rover blue with grey leather interior; this is a one-owner car from new and has been maintained regardless of cost and kept in most immaculate condition throughout, recently fitted all new trim, just underscaled, fitted heater, demister, new battery, taxed, a superb example; £825. [C1034]

1953 Rover 75 saloon, finished in Rover blue with grey leather interior; this is a one-owner car from new and has been maintained regardless of cost and kept in most immaculate condition throughout, recently fitted all new trim, just underscaled, fitted heater, demister, new battery, taxed, a superb example; £825. [C1035]

M ALSTON ENGINEERING CO., Smethurst St., Pendleton, Manchester, 6. Tel. 3457. [C1030]

LAND-ROVER

E VANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee—**Vans (Wimbledon)**, Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 6163-4. [C1015]

BOON & PORTER, Ltd. offer 1949 (Sept.) Land-Rover with canvas tilt, one owner, 15,000 miles, excellent; £435. [C1016]

C ASTELNOU, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

LAND-ROVER April 1950, a tidy reliable vehicle at £215—**Alpha Garage**, Westgate, nr. Chichester, Sussex. Tel. 2222. [C1022]

H ARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer the following selection of late model Land-Rovers: 6 months' guarantee; hire purchase.

Land-Rover Pick-up, signals, 300 miles, one owner, unmarked; £695. [C1023]

1954 Land-Rover, 17,000 miles; one owner, canvas hood, heater, signals, in outstanding condition; £550. [C1024]

1954 Land-Rover, 15,000 miles, one owner, exceptional condition; £475. [C1025]

1953 Land-Rover, 15,000 miles, one owner, choice of three from £375. [C1026]

COUNTRY enquires welcome; representatives for all districts.—High Rd., South Woodford, London, E.18. Tel. 2016-1056. [C1027]

1955 Land-Rover, one owner; £290; 20 deposit; £260 written guarantee.—Seacis, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C1028]

1950 Land-Rover, grey, one owner, unworn tyres, bargain; £220 or £90 deposit.—Bray Motors, 180-184, West End Lane, N.W.8. Tel. 3000. [C1029]

G & M ALPREDS (1950), Ltd., 19-23 (series 1) Euston Rd., N.W.1. Tel. 3066. [C1030]

1955 Land-Rover, long wheel base, 15,000 miles, 2 spares, privately used only; £495. 6-7, Warren St., W.1. Euston 3066. [C1031]

H ATTON for Land-Rovers: full range of models in stock from £200 to £400; all types available taken in part exchange; terms, distance no object. **HATTON MOTORS**, Ltd., 71, Broad St., Birmingham, Midland 2437. [C1028]

LAND-ROVER

L AND-ROVER 1953 model (Nov.), superbly maintained by enthusiastic member of Land-Rover club, painted duo-grey, many extras including heater, twin spotlamps, hood, twin wing mirrors, reversing light, rear step, etc., £1,000, approximately as new; £345.—Tel. Birkenhead 3018. [C1029]

L and-Rover Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover, Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

H ARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 2036. [W2039]

ROVER MISCELLANEOUS

H ENLYS, Ltd.
E NGLAND'S LARGEST ROVER DISTRIBUTOR.

E VONSHIRE House, Piccadilly, W.1. (Grosvenor 22c7)
H ENLY House 305, Euston Rd., N.W.1. (Euston 4444). [C1027]

M ANCHESTER (Blackfriars 7643).
B RISTOL (Bristol 21326).

B ORNEOUMTH (Bournemouth 6314).

N ORTHAMPTON (Northampton 807).

C AMBERLEY (Cambridge 77).

H OUNSLAW (Hounslow 3454).

F INCHLEY (Finchley 0081).

G REAT WEST ROAD (Ealing 3477).

C AMDEN TOWN SERVICE STATION (Gulliver 4141).

H ENLYS, Ltd., England's Leading Motor Agents. [C1028/R]

B EARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston 10030. [R1028/R]

Rover Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover, Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

C OOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover car, offers appreciated.—Portsmouth 10242 H. [T2032/R]

WANTED privately, Rover 14, good condition.—Writtle 3 Bonneville Gardens, S.W.4. Tel. 4154. [C1040]

B IRMINGHAM—Post-war Rover wanted; distance no object.—Hatton Motors, Ltd., 7, Broad St., Midland 2437. [C1014/R]

WANTED, nearly new Rover, distance no object; details and price.—Green & Zonia, Ltd., 246-253 Deansgate, Manchester 3. Tel. Deansgate 5525-6. [C1020]

H . F. EDWARDS are keen to buy good Rover cars and will pay excellent cash prices; distance no object—Details please to 154 Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2 Brixton 4011; 3, Dorking Rd., Epsom, Surrey. [W406/R]

Rover Spares and Services

E ATWOODS GARAGES, Ltd., 205, St. James's Rd., Croydon. The 1222, Main Rover dealers for Croydon. [C1019/R]

G ULLIVER ENGINE SERVICE—Rover 11 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.3. Tel. Gulliver 4604. [C1030/R]

N. W.3. WILMINGTON, Ltd., area dealers for Wilmington and district.—131, Alexandra Rd., Wilmington. Tel. 0163-4-5. [C1047/R]

EIGHT PARKS MOTORS, Ltd., Datchet, Slough. [C1047/R]

B UCLES (BUCKINGHAMSHIRE) MOTORS, Ltd., Bucks. [C1047/R]

R. POWELL MOTORS, Ltd., East London area dealers—Full repair and spares service available.—322, Romford Rd., Forest Gate, E.7. Marylebone 1037. [R1027/R]

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheeves Hill Rd., Manchester. Tel. Blackfriars 2302. [C1056/R]

S IMCA

1955 Simca Aronde saloon, 2,000 miles; exchanges, etc. Wimbley, Middlesex. Tel. 3660-7. [C1020]

1955 Simca Aronde 2,000 miles, grey, red interior, original spare unused; £675.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 63010. [C1059]

B RADSTOCK MOTORS, Ltd., offer 1955 Arondes 2,000 miles, grey, red interior, £625-7. [C1024]

D RICKS offer 1955 Aronde saloon, radio, heater, grey, loose covers, one owner, excellent condition throughout; £525. [C1093]

SEVERAL low-mileage mod. 1955 ex-demonstration cars available. A few new shop-soiled 1955 Arondes 2,000 miles, grey, red interior, £625-7. [C1025]

W HITLEY, Middlesex, or 1955 Perivale 2651. [C1025]

SINGER

1950 Singer 9 sports tourer, full 4-seater, remarkable condition; £550. [C1026]

D RICKS offer 1950 Singer 9 sports tourer, full 4-seater, £550. [C1027]

C LUBMAN AUTOS, Ltd. [C1072]

1947 Singer 9 Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout; £225. [C1028]

1947 Singer 9 Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout; £225. [C1029]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

NORMAN AUTOS.

1947 Singer 10 saloon, recent reconditioned engine; 2,200.—Norman Autos, 344/554, London Rd., Crayton. Thornton Heath 4657 [C3089]

RADSTOCK MOTORS, Ltd., offer:-

1955 Singer Hunter saloon, twin carburetors, semi-leather, used solely as demonstrator, mileage 6,000, perfect condition, virtually as new, unrepeatable value; £100.—Radstock Motors, 2nd Ed., Epsom 5067-9. [C1090]

AUTOMOBILE & AIRCRAFT SERVICES Ltd., offer:-

1951 Singer Roadster, fitted with reconditioned VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5228 and 8330. [C4079]

ROWLAND SMITH'S for sports cars.

1955 Singer Super 10 saloon, maroon, with matching upholstery specimen model; £205.

ROTATIONAL MOTORS LTD., Bolton Rd., Darwen 774. Bottomgate, Blackburn 5084. [C3082/1]

1954 Singer 15/16 saloon, choice of two models.

in both in immaculate condition; £205.

PARKERS (MANCHESTER) & TOLTON, Ltd., Deansgate, Manchester 1, 4507.

1954 Singer a Four, 1949, excellent condition; £425.**1952** Singer 10 saloon, maroon; £255.—Montreux Motors, Epping New Rd., Buckhurst Hill. [C1086]**1947** Singer 10 saloon, maroon; £255.—Montreux

Motors, Epping New Rd., Buckhurst Hill. [C1086]

SM1500 1950, reconditioned beige, covers, heater, £150 overhall, one previous owner; £415.—St. 5871 evenings. [T7001]**1952** (July) Singer SM1500, immaculate throughout; £255.—Jed. Fosmer (Automobiles), 59, Henton Way, M.4, Hen. 6011-2. [C3083]**SINGER** Ten saloon, black, 1942, good tyres, very clean, mechanically sound.—Edenbridge Motors, Edenbridge 3150.**CAR MOTOR MART**—1953 (July) Singer SM1500

saloon, grey, heater, 12,000 miles, one owner; £550; written guarantee.—5, Warren St., W.1. Eus. 4110.

1952 Singer 1500 saloon, green/beige interior, fitted heater, one owner, in exceptional condition throughout; £435.—Coles' Garage, 42, Worple Rd., S.W.19, Wimbledon 0195. [C1054]**R. O. E. & YOUNG**, Ltd., offer 1955 Singer Hunter

saloon, 5,000 miles only, leather upholstery, as new; £785.—55-65, Greenwich Avenue, London, S.E.1. [C1084]

VANCOUVER 2 (one minute Streatham Hill Station). Tulse Hill 0404. [C5057]**1955** Singer Hunter, silver and blue with blue leather, 1,250 miles only, still under guarantee, superb economy, good condition, virtual new car; £250.—Allen's, Mebourne Rd., Wallington, Surrey. Tel. Wallington 1144. [C6275]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H. A. SAUNDERS require SM1500 saloons for cash or part exchange—140-144, Gidea Park, Green, N.W.1. Special rates. [C1084]

THE Singer Agents for spares, service, repairs.—Automenbers, Ltd., Lower Garages, Ferry Rd., Barnes, S.W.13. Riverside 8291.

SINGER spares.—The London distributor gives the best service from a garage in Southern England—Gordon Cars (London), Ltd., 82, Albans Lane, Gidea Green, N.W.1. Speedwell 4701.**MANCHESTER** South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4050), and 170, Deansgate, Manchester. (Deansgate 4057.)

SPORTS CARS

B & O. MOTORS, offer:-

£175 —Lagonda 4½-litre sports saloon, maroon, very smart and fast car.**£165** —M.G. 1½-litre open sports, 4-seater, immaculate red cellulose, new hood; a lovely example.**£150** —Austin 7 open sports 2-seater, in beautiful pale blue cellulose, a thing of beauty and a joy for ever.**£145** —Wolseley Hornet 2 open sports 4-seater, spotless red cellulose, really attractive car.**£135** —Rover 10 open sports 4-seater, really lovely beige finish with red wheels; new tonneau cover.**£130** —M.O. 1½-litre open sports 4-seater, in lovely red, very smart indeed.**£125** —Austin 7 open sports 4-seater, black, tonneau cover, etc.; goes like a bomb.**£125** —M.G. 12 open sports 4-seater, green.**£125** —Singer 9 Le Mans type open 4-seater, green.**£95** —Wolseley Hornet Daytona 2½-seater, cream.**£90** —M.O. 1½-litre open sports 3-seater, red.**£85** —M.O. 1½-litre J-type 2-carb. sports saloon.**£59** —Austin 7 1955 model Ruby type 4-seater tourer.**MANY** others; easy terms.—B & O. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gilligan 5575. BERT MASON SPORTS CARS, Ltd., offer:-**£215** —M.G. TA sports 1937, very nice mechanical condition, red, vinyl hood, screen, etc.**£165** —Alfa Romeo 1750 twin cam d/b coupe 1956 Lancsfield, amazingly good condition having been in the same family from new, receipts available for £200; of reconditioning by Alfa specialists this year.

VERY many other interesting vehicles always in stock.

WE are now open 7 days a week.

HIRE purchase terms on all vehicles.

BERT MASON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.S. Amherst 1814. [C3078]

£95 —o.n.o. Rolls Phantom I, 4 new tyres, taxed, near perfect—Kensington 9222. [C1084]**£70** —Standard 2½-litre 6 m.p.h. 1951. [C1071]

CHISHTAD MOTORS, Ltd., offer our advert.

C Jason and MG columns. [C1046]

SPORTS CARS

MERCURY

ANNOUNCE the opening of their new servicing department specialising in M.G. and Morgan. Full servicing facilities, including complete mechanical overhauls, respraying, upholstering, hooding and rechroming, etc., can be arranged. Collection can be arranged, reasonable charges.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Edgware, Middlesex. [C3014]

JACK BOND of Vintage Autos.

£385 miles.—Auto-Uncion cabriolet, reg. 1953, 55,000

miles, magnificent condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5228 and 8330. [C4079]

ROWLAND SMITH'S for sports cars.

895 gns.—Austin-Healey 1955, 2-seater, ivory, overdrive, 2,800 miles, spare unused.

745 gns.—Triumph TR4, 1956, super-sports, 2-seater.

575 gns.—M.G. Midget 1954 TF 2-seater, Lucas

passlight, unwork, spare.

475 gns.—Jowett Jupiter 1952, super-sports 2-seater,

miles, leather, radio, heater, screen washers, small

screen washers.

425 gns.—M.G. Midget 1950, TD 2-seater, PVC hood.

345 gns.—M.G. Midget 1947, TC 2-seater, twin pass-

325 gns.—Fraser Nash-B.M.W. 1952, 2-litre 322

sports coupe, silver grey, red leather.

195 gns.—Singer 1939 sports 2/4-seater roadster,

new hood.

175 gns.—Austin 1936 sports 4-seater, tonneau

cover, good tyres, terms exchanges; list; open

9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

A C Rally winning conversion, see our advert.

With or without standard 10; new and used cars available with or without conversion; demonstrations; h.p. terms part exchanges.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

STANDARD 8

1946 Standard 8 black 2-door saloon, good condition throughout; £225.—Harlow Booking Service, Harlow 3052. [T7010]**1954** £425.—C. V. Bushner Automobiles, 45, Holland Park Mews, W.11. Park 5751. [C3061]**1954** miles; £225.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj.), Leicester Sq. Tube Station). Temple Bar 3588. [C1027]**495** gns.—Standard 8, May 1955, saloon, radio, heater, screen washers, many other extras—owner, 5,000 miles, spare unused; terms, exchanges—Rowland Smith, Hampstead below.**245** gns.—Standard 8, September 1946, saloon, sliding roof, heater, one owner, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**R**A C Rally winning conversion, see our advert.

With or without standard 10; new and used cars available with or without conversion; demonstrations; h.p. terms part exchanges.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

STANDARD 9

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1936 Standard 9, £355.—High Rd., Wembley. Mddx. Tel. Wembley 4422. [C4015]

STANDARD 10

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. offers:-

1955 Standard 10, grey with blue upholstery, wing mirror underslung, mileage 9,500, one owner, excellent condition; terms exchanges.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Hillside 6621. [C3042]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1955 Standard 10, 10,000 miles, one owner, heater.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 42, Sloane St., S.W.1. Sloane 9228. [C3060]

BRADSTOCK MOTORS, Ltd., offer:-

1955 (September) Standard 10 saloon, 3,000 miles, as new; £365.—Chase Rd., Epsom 5696. [C1090]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:-

1955 Standard 10hp saloon, black, brown Vynide, heater, seat covers, spot lamp, link mats, wing mirror underslung, mileage 9,500, one owner, excellent condition; terms exchanges.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Hillside 6621. [C3042]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1955 Standard 10hp saloon, black, brown Vynide, heater, in showroom condition; £550. [C1091]

BERKELEY Square, London, W.1. Grosvenor 4345. [C1092]

1955 Standard 10, 9,000 miles, one owner, as new; £550.—Tel. Laburnum 3384. [C1078]**1955** Standard 10 saloon, extras, as new; £390. [C1079]

JAC. WILLIAMS MOTORS, Ltd., 226 and 224, Priory Road, Horley, Merton 4226 and 4224. [C1054]

1955 Standard 10, Salvador blue, red vinyl, as new; offers.—Pritchard's Garage, Beam St., Nantwich. Tel. 5854. [C1029]**£425** with red interior, beautifully maintained, excellent throughout.AMBRS OF WOOD GREEN (Est. 1897), 100 garan-
tees, terms, exchanges, hire purchase.—421-423, High
Road, Finchley (East Finchley Underground). Finchley 6222. [C1025]**1955** Standard 10 saloon, blue with blue, 5,900 miles, as new, £575.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]**1955** Standard 10 de luxe, 7,000 miles, as new. [C1078]

TELEGRAPHED 10hp standard radio, £540.—Bridge Motor Works (Leicester), Ltd., Abbey Lane, Leicester. Tel. 5760. [C1050]

1955 10hp in Salvador blue with fawn upholstery, fitted heater and screen cleaner; a one-owner, immaculate, low mileage car supplied and maintained by us, £425. [C1055]

KJ MOTORS, Ltd., Bromley. Tel. 3456. [C1056]

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094]

STANDARD AVON

70 Avon 10 sports saloon, good order.—Hove 51026. [T7018]

STANDARD 12

£165 —1939 12 de luxe saloon, well above average condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. [C1045]**1946** Standard 12, smrt, £225, trade enquires welcome, terms and exchanges.—Roy Automobiles, 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C1059]**125** gns.—Standard Flying 12, 1937 de luxe saloon, head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1051]**1947** Standard 14 d.t. economic, lovely condition; £275, terms.—Worthing, Es. 1539. [C4027]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:-
1948 Standard 14sp. drop head coupe grey and blue leather interior, immaculate condition throughout. £295.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hartford Rd., Enfield, Middlesex, Tel. 1631. 104003

AZ MOTORS offer 1948 14 saloon, excellent condition. £295!!!—Palmerston Rd., N.W.6. Tel. Met. 4723 [C1011]

1947 Standard 14 de luxe saloon, black, red leather, radio, unblemished; £325; written guarantee; terms exchanges.—A. E. Smith, Finchley, N.2. Finchley 0052-3-4 any time. [C10465]

1948 Standard 14, black with green upholstery, sun roof, one owner, taxed; £275.—Walters Motors, Ltd., 356, High St., Ponders End, Middlesex, Tel. Merton 1646 or 1931. [C10465]

£165 since reconditioned engine, black/brown hide, sunshine roof, private owner; instalments.—Squires, 34, High St., Shadbury. Tel. 2533. [C10465]

STANDARD VANGUARD

NEWNHAMS Ltd.

1953 (Sept.) Standard Vanguard saloon, 6,000 miles, spare unused; £645. [C1024]

JACK BOND of Vintage Autos.

£495.—Vanguard, 32,000, r. and b., magnificent condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5229 and 8350. [C10475]

H. BEART & Co., Ltd., offer:-
1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £525.—102, London Rd., and High St., Kingston-on-Thames, Surrey. [C10481]

1950 Standard Vanguard; £875. [C10416]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Finchley 7779/8876. [C10416]

H. A. SAUNDERS, Ltd., offer:-

1953 Standard Vanguard saloon, grey, red upholstery, heater, recorded mileage 21,100. [C10525]

1955 Standard Vanguard saloon, black, blue upholstery, radio, recorded mileage 9,530; £625. [C10237]

B. SAUNDERS, Ltd., 836-842, High Rd., N.12, Hillside 5372 (5 lines). [C10237]

SIMPSON'S MOTORS (WEMBLEY), Ltd.

1949 Standard Vanguard, choice of two: £565—1949 Standard Vanguard estate car; £575—355, High Rd., Wembley Middlesex 4422. [C10415]

B. BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:-

1955 Vanguard Estate car, green, red trim, heater, overdrive, wiperscreen washers, low mileage, in showroom condition; £550. [C10415]

1955 Vanguard saloon, black, red trim, low mileage, immaculate condition; £635. [C10415]

B. BERKELEY Square, London, W.I. Grosvenor 4345. [C10415]

1952 Vanguard saloon, heater, very well maintained, guaranteed; £475. [C10453]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kent, 8104. [C10453]

£275.—1950 Vanguard L.H.D., heater, leather, taxed, good condition.—Hove 31026. [C10453]

1953 Vanguard, green, heater, one owner; £550.—Odeon Motors, Ltd., Bar. 1144. [C10308]

1950 Vanguard, grey, leather, radio, heater, very good condition; £395.—Brent Cross Garage, Hendon Way, N.W.4. Brentwell 2001. [C10197]

1953 Standard Vanguard Phase I saloon, heater, windscreen wash, splendid condition; £495. [C10197]

FERRARIS OF CRICKLEWOOD, Ltd., 220, Cricklewood Broadway, London, N.W.2. Gladstone 2244; open week-days 8 a.m. to 6 p.m. [C2008]

1951 Vanguard, export model, r.h. drive, one owner; £400.—49 Dartmouth Rd., Ruislip. [C10541]

1954 Vanguard, black, overdrive, heater, one owner; £510.—Campbell Symonds, Ltd., 1046. [C1037/1]

£495!!!—1953 Vanguard saloon, beautiful condition, choice 2, also available 1951 Vanguard estate vehicle.

LAMBS OF WOOD GREEN (Est. 1897), 100 guarantee cars; exchanges, hire purchase; 421-423, High Rd., Finchley (East Finchley Undergound). [C10252]

1950 Standard Vanguard saloon, leather, radio and heater, low mileage, outstanding example, monthly guarantee; £395. [C10396]

C. & W. MOTORS, Ltd., Queen's Head Garage, East C. End Rd., N.3 Finchley 5236 (5 lines). [C1061]

1952 Standard Vanguard saloon, radio, heater, unmarked; £500.—A. Owen (Hendon), Ltd., The Tyre, Hendon, N.W.9. Tel. Colindale 3185. [C1036/1]

1954 Standard Vanguard, radio, heater, many extras, immaculate condition; £500.—C. & W. Motors, Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C1036/1]

1955 Standard Vanguard saloon, works mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C1036/1]

1952 Vanguard, 19,000 miles, heater, leather, up-holstered, serviced monthly, black; £475. [C10426]

STANDARD Vanguard estate car, brand new, purchased September 1955, unused, pre-budget price. [C10426]

Ring Egar 4030, ex 18, week-day 9-6. [C1053]

1950 Vanguard radio, heater, overdrive, spotless condition; 43,000 miles; £385.—White Hart Garage, Bromley, Kent. Ravenhead 2262. [C1054]

1952 Vanguard saloon, reconditioned, black, red leather, heater, one careful owner; £495.—Campbell Symonds, Wembley 5242. [C1037/1]

STANDARD VANGUARD

1955 Standard Vanguard, 6,500 miles, green with heater, immaculate condition; £685.—John Truss, Ltd., Portsmouth Rd., Earls, Tel. 2255. [C10486]

1953 Vanguard Phase II, black with red, fitted heater, one owner; £565.—S. Bowen & Son Hulme Garage, Edgware, Tel. Edgware 4464. [C10102]

B. BRITTONS—1951 (Sept.) Vanguard, black, black owner, heater, low mileage; £595; terms exchanged; £565. Fulham Rd., S.W.10. Flaxman 2617. [C10104]

625 miles—Standard Vanguard 1955 6,500 miles, green, black, new, 5-door, small mileage, terms exchanged.—Rowland Smith, Smith 6041. [C10104]

325 miles—Standard Vanguard, November 1949 saloon, very good condition; £495.—Terms exchanged; £475. Rowland Smith, Hampstead 6041. [C10104]

1953 (August) Standard Vanguard Phase 2 saloon, green, black, fitted radio, heater and leather upholstery, magnificently condition throughout; £516; part exchange offered; terms exchanged. [C10104]

MILLBURN SERVICE, Ltd., 55, South Edward Sq., Kennington, W.B. Western 2269. [C10304]

VANGUARD 4-door estate car, April, 1955, green, beige leather, radio, heater, overdrive, spot lamp, wing mirror top, country tyres on rear, tubes-free, trouble-free; £695.—S. Bowen & Son, Hulme Garage, Edgware 4464. [C10102]

B. BROWN, 36, Craigwall Rd., Prestwich, Lancs. Tel. Chetham Hill 3215. [C10102]

1953 Vanguard estate car, blue, red leather, 19,000 miles, genuine, one very tasteful owner; £645.—Broadway Motors, 67, High St. and Danworth Rd., Bournemouth, Dorset. [C10102]

15000 miles only, 1952 (September) Vanguard estate car, grey with red interior, fitted heater, one owner, absolutely unmarked; £615.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C10102]

£395—1950 (Sept.) Standard Vanguard, green, fawn leather, heater, good tyres, spot lamp; this car is in really excellent condition; and trial or part exchange offered; £395. [C10102]

1952 heater, taxed, one owner, excellent throughout, new tyres; unpredictable at £449; 5 months' written guarantee; terms exchanged.—C. N. K. Motors, 533, Finchley Rd., N.W.3. Hampstead 5712. [C10102]

1954 (Sept.) PH. II, blue with red leather upholstery, 1953, 10,000 miles only, 17,000, fitted heater and spot lamp, showroom condition, owner driven; £625.—Mr. David Dick, 10, Seton Terrace, Dennistoun, Glasgow, E.I. Tel. Bri. 3664 after 7 p.m. [C10102]

Standard Vanguard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Standard Vanguard.—Hampstead (Tube) N.W.3. Ham 6041. [C10418/R]

VANGUARD III saloon required, 1956—81, Alresford Rd., Winchester. [W10102]

Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S the Car Buyers.—Highest cash price for Standard.—Hampstead (Tube) N.W.3. Ham 6041. [W10418/R]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [C10181/R]

H. F. EDWARDS are keen to buy good Standard cars and will pay excellent cash prices; no object.—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

Standard Spares and Services

K. MOTORS, Ltd.—Spares, reconditioned units, Girling, Radomobile agents.—Bromley, Ravensbourne 5456. [C10367/R]

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, Tel. 26434. [C10301/R]

STANDARD spares for all models, largest provincial stockists.—Hillingdon Automobile Co., Ltd., Stockport (Tel. 46464); and Prince's Drive, Culwyn Bay (Tel. 3322). [C10359/R]

STANDARD spares, all models from 1955 (replaced by units from 1956); complete overhauls, body repair, reconditioned and new.—A. Alexander Terence, Gurdiford 5591. [C10355/R]

L. ANKESTER ENG. LTD. (Dept. D) (distributors in Surrey since 1911).—Full range of spares; phone, write or call, orders dispatched immediately.—38-45, Eden St., Kingston, Kent, 3151-6. [C10368/R]

M. ARGATRE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 2008. [C10359/R]

HALLS 'FINCHLEY' Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards; guaranteed three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.5. Finchley 5006-9. [C1002/R]

STUDEBAKER, 2-tone green, immaculate throughout. [C10102]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-2676. [C10102]

1953 model Studebaker Champion, green; £1,025.—Odeon Motors, Ltd., Bar 1144. [C10306]

1952 model '54 Studebaker Champion, radio, heater, 19,000 miles; £225.—Joe Thompson Motors, Ltd., 91-95 Fulham Rd., South Kensington, S.W.3. Kensington 4658. [C1022/R]

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers, Wembley 8691-5905. [C10415/R]

WANTED Studebaker Champion, r.h.d. 2-door saloon, 1953/4, low mileage.—Box 7734. [C1075]

Studebaker Spares and Service

SPARES and repairs for all models, special service on all GM products.—Alliance Auto Co., 29 Parsons Mead, West Croydon, Surrey, Croydon 1969. [C10304]

10765 F

SUNBEAM

1955 Sunbeam Mark III saloon, genuine 11,000 miles, one owner. Rapco condition; £1,065. [C10305]

RECO, Ltd. (Sunbeams Purchaser), 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2552-3-4. [C10305]

SUNBEAM ALPINE

C. H. C. (Sunbeam buyers)

1954 series Sunbeam Alpine, immaculate, in cream and red, fitted rev counter, rad. blind, twin carburetors, 10,000 miles. Michelin X tyres, radio, heater, £295.—Carrwright Hamilton Cars, Ltd., 221, Kensington High St., W.14. Western 1020. [C10407]

W. WARWICK WRIGHT, Ltd. offer:-

1955 Sunbeam Alpine Roadster (overdrive), Clare 9,000 miles, £1,095. [C10407]

W. WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 2761. [C10407]

1954 Sunbeam Alpine, 7,000 miles, radio, heater, £295.—Salmons Garages, Ltd., Temple Bar 3339. [C10407]

JACK ROSE, Ltd., offer 1954 Sunbeam Alpine, with 20,000 miles, £275.—Stafford Rd., Wallington, Surrey. Wall 6777 and Burgh Heath 2376. [C10305]

1954, one owner, low mileage, immaculate specimen, in carnation red, radio heater, overdrive. Michelin X E.R.A. tuned, not used in competitions. £275.—Rudds, adjacent Central Station Worthing 7775-4. [C1075]

SUNBEAM-TALBOT

GATEHOUSE offer:-

1952 Sunbeam-Talbot, black with red upholstery to be genuine, heater; £655.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

E.M.A. Ltd., Southsea.

1953 Sunbeam-Talbot 90 Mark II saloon, colour 21,000 miles, £665.—E.M.A. Ltd., Grove Road Southsea. Portmouth 2168. [C2021]

CAMDEN MOTORS, Ltd.

SUNBEAM-TALBOT 10hp drop head fourseats couplet, registered within the year, a smart, compact little car with very high standard of performance, outstanding value; £345. [C2021]

S. beautifully finished in bronze with grey hide interior; exceptionally fast and in specimen condition. £265. [C2021]

SUNBEAM-TALBOT 90 saloon, Mark II series, 51 delivery, fitted overdrive, radio, and the whole car in unblemished condition. £625. [C2020]

CAMDEN MOTORS, Leighton Buzzard 2041, write for Catalogue: showrooms open until 8 p.m. [C1075]

TOM GARNER, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mark 2a saloon, Alpine mist, heater, radio, loose covers, 15,000 miles, £2950.—Tom Garner, Ltd., 10/12, Peter St., Manchester 2 Blackfriars 2665-6-7. [C2020]

GLANFIELD LAWRENCE offer:-

1951 Sunbeam-Talbot 90 saloon, superb specimen, fully guaranteed; £595.-407, High Rd., N.12, Finchley 0091. [C10365]

CHARLES FOLLETT, Ltd., offer:-

1954 Sunbeam convertible, metallic grey, red leather, heater, one owner, supplied new by us. £945. [C10365]

1953 Sunbeam-Talbot Mk. II 90 sal., grey, heater guaranteed, £775. [C10365]

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 2866. [C10210]

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C10210]

WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mark II saloon, gun-grey, with red upholstery, heater, 10,000 miles, £2,000. [C10404]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C10404]

WARWICK WRIGHT, Ltd., offer:-

1955 Sunbeam Mark III saloon, Alpine mist, with another in grey, similar mileage. £1,145. [C10404]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C10404]

PETER BANTOCK CAR SALES offer:-

1951 Sunbeam-Talbot Mark II, black with beige leather, maintained exclusively by Roots agents; £550-104, High Rd., Chiswick 2725/5870. [C1014]

WOKING MOTORS (Mercedes Distributors)

1952 Sunbeam-Talbot 90 Mark II saloon, bronze and red, small mileage, excellent condition. £550.—Maybury Hill Garage, Woking 4277-8. [C10403]

PHOENIX MOTOR Co. (Surrey), Ltd., offer:-

1952 (February) Sunbeam-Talbot Mark II saloon black with beige interior, fitted heater, £550. [C10403]

PHOENIX MOTOR Co. (Surrey), Ltd., Sutton, Surrey 5450. [C10403]

HENDON CENTRAL GARAGE, Ltd., offer:-

1951 Sunbeam-Talbot 90 saloon, fitted radio, wing mirrors, overdrive, whitewall tyres, exceedingly good condition. £515. [C10403]

1950 Sunbeam-Talbot 90 saloon, one owner, new, 1950, £495.—Walford Way Hendon Central, N.4. Tel. Hendon 9064-5. [C10304]

S. TALBOT 90 bronze saloon, heater, radio, small mileage, lovely car. £650.—Wilson, Thame 1060. [C10403]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

RICHARDS & CARR, Ltd., are always best value.

1952 Sunbeam-Talbot 90 Mk. II saloon, heater, hill held for recent overhaul; £525.

1950 Sunbeam-Talbot 90 Mk. I saloon, heater, one owner, 53,000 miles; £465.—55, Kinnerton St., S.W.1. Sloane 5424. [C2045]

1940 Sunbeam-Talbot 10 coupe, splendid condition; £225.

1954 Sunbeam-Talbot 90 saloon, small mileage, as new; £325.—Below.

1938 Sunbeam-Talbot 5-litre saloon, nice order throughout; £195. 3 months' guarantees, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1953 model Sunbeam-Talbot Mark IIa, finished in bronze, red leather; £625.

ERIC HORNBY, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Tel. Amherst 1203. [C2053]

1939 Sunbeam-Talbot 5-litre radio, new tyres, Lockheed, photo; £120; taxed.—Page, Greenbank, Liskeard, Cornwall. 16205.

PRIDE & CLARKE, Ltd., 1952 Sunbeam-Talbot 90 coupe, low mileage, radio, heater; £500.—Stockwell Rd., S.W.9. Brixton 6251. [C5068]

£498—Sunbeam-Talbot 90 1949-9 sports sun-

saloon, particularly nice condition; many other cars.

BENIMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017]

SUNBEAM-TALBOT Mark 2a, Aug. 1954, d/h coupe, black, red leather, heater, wing mirrors, overriders, perfect, 9,000 miles, quick sale £200.—Pla. 7962. 16944.

1949 very scarce 90, well maintained, new engine, tyres, leather, radio, heater; £445 o.n.o.—Thompson, Much-Wenlock, Shropshire. Tel. 2182. [C2052/1]

1950-1 Sunbeam-Talbot 90 saloon, green, 20,000, expertly maintained, showroom condition, extremely smart; £525.—Wheeler, "Sunnybank," Boxford, Suffolk (206). [C633]

JACK ROSE, Ltd., offer 1954 (April) Sunbeam-Talbot 90 saloon in blue, 9,000 miles and unmarked; £575.—Stafford Rd., Wallington, Surrey. Wall 6577. [C1102]

£595!! 1951-2 Sunbeam-Talbot 90 de luxe saloon, for discerning buyer this a beauty you can see 100 others before you see another one as beautiful as this, choice 2.

£495!! 1949-50 Sunbeam-Talbot 90 sports saloon, look at this vehicle, drive it, it's absolutely outstanding, body work like brand new, engine, chassis, the finish at this price money can possibly buy.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteeed cars; exchanges, hire purchase, 421-425, High Rd., Finchley. (East Finchley Underground). Finchley 6222. [C2052/1]

1951 Sunbeam-Talbot 90 saloon, black, beige interior, body, one owner, excellent example; £545.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2281. [C4954]

1951 Sunbeam-Talbot 90, sports saloon, heater, spotlight, fitted with tubeless Dunlop tyres, one owner, guaranteed; £525; exchanges, terms, Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 7704 and 5968. [C3034]

1954 (August) Sunbeam-Talbot saloon, one owner, black, with light tan interior, absolutely as new; £325; terms, exchanges—Birkett Motors, Ltd., 115 to 121, Barkings Road, East Ham, E.6. Grangehead 4514. [C2052/1]

SUNBEAM-TALBOT 10hp saloon, 1940 model (Dec. '39), grey, grey leather, bodywork reasonable; interior, top, clean; mechanical condition exceptionally good; £195.—Terms, exchanges—Tillinghast St. Garside, Sparkbrook, Birmingham. Victoria 3655, after 7 p.m. Highbury 4737. [C7022]

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot spec. alists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIIA and Alpine from £225, exchange, hire purchase, delivery, in all makes, models, types—Hartwell Rd., Bournemouth. Tel. Bournemouth 4161. [C2079]

1952 Sunbeam-Talbot 90 d.h. coupe, metallic green/red hide, engine just completely reconditioned and not yet run in; extras include H.M.V. radio, heater, loose covers, wing mirrors, overriders, in superb condition; £575.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [C672]

Sunbeam-Talbot Cars Wanted

R COOTES

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 9411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

M AIDSTONE.—(Maidstone 5555.)

CANTERBURY.—(Canterbury 5232.)

ROCHESSTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

R COOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C111/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot—Hampstead (Tube) n.W.3. Ham 6041. [C4018/R]

RICHARDS & CARR, Ltd., Sunbeam-Talbots.—Kinnerton St., S.W.1. Sloane 5242. [C5068]

URGENTLY required 1949-50 Sunbeam-Talbot 90 or Gibson Sports Car—Christchurch, Lancashire, Christchurch, Hants. Tel. Highcliffe 2775-6. [C1102]

H. EDWARDS are keen to buy good Sunbeam-Talbot cars and will pay excellent cash prices; details on request—Details please to 159, Great Titchfield St., London, W.1. Tel. Langham 0911. [C1101]

1953 Mayflower, green, heater, Ace Rimbellshears, one careful user, guaranteed; £525.—Campbell Symonds, Wembley 6262. [C1057]

SWALLOW DORETTI

SLOCOMBES, Ltd.

1955 Swallow Doretti, black, excellent condition, fitted overdrive; £225; unique guarantee; terms; part exchanges, cars or motor cycles.—58-59, Dudden Hill Lane, N.W.10. Willesden 4859. [C4017]

TALBOT

£195—1938 Talbot 10 saloon, gunmetal, very good condition—Ranger, 30, Tongdean Lane, Brighton 5624. [C1017]

165 tons—Talbot 15 1936 sports saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4017]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp—27, Southfields Rd., S.W.1. Vandkye 1619. [C1017]

LARGE stocks new and second-hand Talbot cars; terms, exchanges.—Rowland Smith, Hampstead 6041. [C1017]

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteeed cars; exchanges; hire purchase, 421-425, High Rd., Finchley. (East Finchley Underground). Finchley 6222. [C2052]

1948 model Triumph 1800 razor-edge saloon, immaculate throughout, radio; £365.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0048. [C1017]

1949 Triumph 2000 saloon, grey/grey interior, 1949 beautiful condition throughout; £425.—Coles Garage, 42, Worple Rd., S.W.19. Wimborne 0195. [C1017]

1952 Renown in grey, with radio, heater, loose covers and white wall tyres, a one-owner car, supplied and maintained by us, in excellent all-round condition; £595. [C1017]

K. J. MOTORS, Ltd., Bromley. Ray 3456. [C1017]

TR 1954 warranted 4,000 miles, not used in competition, overdrive, heater, large screen for comfort; £625.—Price, 77, Beale Hill Rd., B'ham 30. [C1017]

£165—1938 Dolomite 14hp sports saloon, leveraged condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2050. [C1045]

1949 Triumph 2000 Roadster, black/red hide, htr., one owner; £235; exchanges.—Naylor & Root, 25, East Hill, Wandsworth, S.W.10. (few minutes Chiswick Junction, Brixton, Brixton 2200). [C1017]

£111 or near offer—1939 Triumph Dolomite 1½-litre sports saloon, excellent mechanically, served its last owner well, now reluctantly forced to sell.—Mason, 75, Stapleton Hall Rd., N.4. [C1025]

1955 Triumph TR2, finished green with red interior, fitted overdrive and heater, in perfect condition throughout; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1. [C1016]

H. F. EDWARDS offer 1953 (August) Triumph Renown, dark green, black hide, heater, speedo reading 17,000 miles, 2 owners, 3 months' guarantee; £575; part and exchange facilities; £575. [C1016]

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266. [C1016]

SERVICE.—Works & Stores: Barnstaple Yard, off Elgin Ave., W.9. Cunningham 5556. [C2010]

CHIPSTEAD MOTORS, Ltd., offer:—

TR2, reg. March 1955, ivory/red, overdrive, heater, etc., unmarked; £775. [C1016]

CHIPSTEAD MOTORS, Ltd., 19, Fulham Rd., Kensington, London, S.W.8. Fulham 0522/7255/7154. [C1046]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1950 (Oct.) Triumph Renown, a really well-kept 1950 saloon, dark green, black hide, heater, speedo reading 17,000 miles, 2 owners, 3 months' guarantee; £575; part and exchange facilities; £575. [C1016]

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266. [C1016]

1950 (May) Triumph Renown, black, fawn leather, new tyres, moderate mileage, any trial or inspection; £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Malden-head, Tel. Maidenhead 3431-2. [C3011]

745 tons—Triumph TR2 1955 super sports 2-seater, 1955 British racing green, heater, adjustable steering, 1955 leather, excellent condition; £765.—Terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£485!!!—Triumph Roadster 2000 coupe, although 1949 no one would believe this vehicle is 6 years old, bodywork beautifully maintained, inside and out the fabric trim magnificent, speedometer reads 22,000; choice also 2 others. [C1016]

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteeed cars; exchanges; hire purchase, 421-425, High Rd., Finchley. (East Finchley Underground). Finchley 6222. [C2052]

Triumph Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph—Hampstead (Tube). N.W.3. Ham 6041. [C4018/R]

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

P RIVATELY owned Triumph.—2/143, Streatham High Rd., Streatham 6607. [C2037]

J. H. BARTLETT will pay more for good TR2 Triumphs.—27, Pembroke Villas, W.11. [C1013]

TRIUMPH MOTORS Co., Ltd., for your Triumphs.—Tel. Sta. 3000—Seven Sisters Rd., Tottenham, N.15. [C1013]

TRIUMPH Roadster 2000, 1949, cash for perfect specimens.—Duncan, 2, Milehouse Lane, Newcastle. Staffs. [C1013]

Triumph Spares and Service

TRIUMPH distributor for spares, service and repairs.

TEL. Leicester Engineering Co., Ltd., 30-43, Eden St., Kingston-on-Thames, Kingston 1. [C1018/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. [C1043/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., 1, New York Rd., Leeds 2. Tel. 29438. [C302/B]

TRIUMPH spares for all post-war models; largest provincial stockists—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3522) [C1035/R]

UTILITY CARS

NORMAN AUTOS offer:

1953 Bedford Dormobile, Martin Walter body, low mileage; £565.—Norman Autos, 344/354, London Rd., West Croydon, Surrey. Thornton Heath 4657. [C3069]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

A 1 GARAGE Ltd. offer:-
1953 Ford Zephyr with new Abbott estate car conversion, one owner, 20,000 miles, specimen car fitted leather, washers, wing mirrors. £765 14-16 Chiloe Place, Earls Court Rd., S.W.1. Tel. Fremantle 8181. [C1638]

METROPOLITAN MOTORS.

HILLMAN Humber, Sunbeam, Commer.

SEPTEMBER (1955) Bedford Dormobile, works mileage only; £725.

1948 Ford 7-seater utility; £225.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C1508]

R OWLAND SMITH'S for utility cars.

645 gas.—Bedford 1955 Martin Walter 12-seater Dormobile, pastel blue, steering column gear-change, roof lining, tractors, chromed fittings, roof rack, 5,000 miles, spare unused. £850.

575 gas.—Hillman Minx 1953 Phase VI estate car, fold-flush rear seating heater, parasight, screen washers, one owner, exceptional. £495.

495 gas.—Commer 1954 model Phase VII estate car, fold-flush rear seating, one owner, exceptional: terms, exchange, list; open 9-7 week-days and 8 days.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

WEST LONDON MOTOR MART, Ealing Rd., Brentford, Middx. Tel. Ealing 8842.

FORD V.8 utilities: choice of 20 from £100.

MORRIS 10hp utilities/pick-ups from £100.

HILLMAN 10hp utilities/pick-up from £100.

AUSTIN 10hp utilities/pick-ups from £100.

STANDARD 12 utilities/pick-ups from £100.

MOBILE 1-ton Stanhay crane (Fordon Major).

FORDSON Major dumper: prices on application.

3 MONTHS' written guarantee; immediate insurance arranged, hire purchase, terms and part exchanges. [C3041]

1952 Ford 10sp utility, recirculated, engine just rebuilt, one owner, guaranteed; £275.—Bradford Utility, one owner, supplied and serviced by us as Jowett agents; guaranteed; £250.

G. W. WILKIN, Ltd., 1, Weston Park, Finchley, G.M. 8104. [C4053]

1952 model Commer estate, taxed, heater; £355.

1952 Mayfield Gdns., Hanwell, W.7. [C1746]

NEW Ford Esquire type utility, works mileage; £485. consider ex-Worthing. Sussex 1829. [C1027]

1949 Bradford 4-seater utility, new tyres, quick sale; £145.—Brentwood 1310. [C1634]

A Minor utility type, works mileage; only £395. consider ex-Worthing. Sussex 1839. [C4207/1]

1950 Standard Vanguard utility, beige, red leather, in super condition, real bargain; £225 or £295 deposit.

1948 Jowett Bradford utility 4-seater, privately used; bargain. £350.

1937-8 Ford 30hp, Dagenham body, 10-seater utility, bargain £120, or £20 deposit.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1204]

1953 Austin A40 Countryman utility: exchanges, etc.—Autowork, Ltd., Fonthill St., Winchester. Tel. 4965. [C1010]

£495 1951 Standard Vanguard estate vehicle, new, bargain price. Just like brand new, bargain price.

L AMBS OF WOOD GREEN (Est. 1957) 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222.

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialities, list on request.—Buntingford Lane, Harrow. Tel. 6225-6. [C1021/R]

1954 Bedford Dormobile, grey, 5,500 miles, excellent condition; £650.—Tynack, Stratton Chase, Chalfont St. Giles, Bucks. [C1630]

£465 Hillman Minx 1950 Estate car, genuine mechanically, many other cars.

ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Parts 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017]

1954 Bedford Dormobile, Martin Walter conversion, movable seats, low mileage, in excellent order, privately owned.—Box 7729. [C1670]

A RCHIE SIMONS & Co., Ltd.—1954 Morris Minor Utility, one owner, low mileage, exceptional condition; £475.-95. Gt. Portland St., W.1. Tel. 4104. [C4013]

DORMOBILE (Morris) 1954, unmarked, 7,000 miles, one owner, luggage rack, A.A. inspection invited; £540. terms, exchange.—10, Winchester Mews, N.W.3. Tel. 6159. [C1708]

CASE'S MOTOR MART.—1951 series Austin A40 Countryman, genuine 26,000 miles, one owner; £435; written guarantee; 5, Warren St., W.1. Tel. 4110. [C1040]

BEDFORD Dormobile by Martin Walter; a few low-mileage models in stock.—Motors (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-8. [C3018]

1954 Morris 1/2-ton utility ohv, 12,000 miles. Underseated, roomy—rear seat, lined roof/sides, flashers: offers over £400.-48. Mounfield, Hemel Hempstead. Boxmoor 1140. [C1671]

SEVEN 1953 Morris car, grey, excellent condition, fitted radio, overdrive, leather trim, spots; £610.—Bridge Motor Works (Leicester), Ltd., Abbey Lane, Leicester. Tel. 61978. [C1661]

HILLMAN Minx 4-door estate car, works body, record engine, running, excellent condition; £225; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C15034]

UTILITY CARS

1954 (Jan.) Commer estate car, green, one owner, 19,000 miles, fold-flush rear seat, heater, link mats, mirrors; £325.—The Haslemere Motor Co. Ltd., Morris House, Woodbridge Rd., Guildford. Tel. 62877. [C1650]

1955 Ford Thames new look Utillo, not yet run in, sliding windows, foot rest, finished black, fitted heater; £435; terms, welcomed. Commer Motors (Hove), Ltd., 107, Kings Rd., Chelmsford. Tel. 7638. [C1105]

MAY, 1955 Hillman (Commer) estate car, two-tone black, Dunlopite upholstery, very low mileage, immaculate; £285 (private sale, exchange considered). H.P. arranged.—Huyton 4795, 102, Page Moors Lane, Liverpool 14. [C1689]

1951 Hillman estate, £365; also 1947 Austin 10 sp. utl with fold flat rear seat, £195; 1957 Packard wooden utility, 6 seats, £35; many others: trade enquiries welcomed; terms and exchanges.—Royal Automobiles, Ltd., 127, Parkway, N.W.1 (nearest London Town Station). Euston 7300-0884. [C1039]

G & M ALFREDS (1955), Ltd.—1953 Austin 10 sp. utility, fold chassis, privately used, with body suitable for conversion, cost approximately £3,000. 1954 Austin A40 Countryman, ch. of 2 superb examples; all with written guarantee.—G & M Alfreds (1955), Ltd., 6-7, Warren St., W.1. Euston 3368. [C1005]

Utility Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

R OYALS always good buyers of utilities.—127, Parkway, N.W.3 (nearest Tube Camden Town Station). Euston 7300-0884. [C1038]

BEDFORD Dormobile by Martin Walter wanted.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-8. [W3018]

VAUXHALL 10

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:-

Vauxhall 10, seat covers; £345.

1939 Vauxhall 10; £195.-355. High Rd., Wembley Middx. Tel. Wembley 4222. [C4015]

£365 1951 Vauxhall 10 de luxe saloon, late owner, real enthusiast, maintaining this perfectly, no one looking at or driving this vehicle would believe it's years old. £365.

L AMBS OF WOOD GREEN (Est. 1957) 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (Each Finchley Underground). Finchley 6222. [C1029]

1947 Vauxhall 10, saloon, very good performance and astonishing economy; £325; written guarantee; terms; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0323-3, any time. [C4065]

VAUXHALL 12

1947 (October) Vauxhall 12, one owner, reconditioned and regalleted in new condition throughout; £345.—Campbell Symonds, Ferriby 4556. [C1037]

VAUXHALL 14

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:-

Vauxhall 14; £195.-355. High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

1947 J-type, in perfect condition throughout, maintained by local main agents; many extras, chauffeur driven company director's personal car; £1,066. [C4069]

VAUXHALL WYVERN

C H. (W. BUNTHAM) (WYVERN) buyers.

A n outstanding Wyvern, first registered 1953, grey with red upholstery, heater and screen washers, we have personally known this car for nearly two years and recommend it strongly; £525.—Cartwright Hamilton Cars Ltd., 222, Kensington High St., W.14. Western 5959. [C1038]

G. J. LTD. Vauxhall main dealers, offer:-

1953 Vauxhall Wyvern, good condition, grey, one owner; £355. 278, 280, Balham High Rd., London, S.W.17. Tel. 1033 (7 lines). Showrooms open 8 a.m.-8 p.m., including Saturdays. [C1078]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

Vauxhall Wyvern, one owner; £345.-355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1951 Vauxhall Wyvern; £395.—Montres Motors, Epping New Rd., Buckhurst 1171. [C1038]

1953 Vauxhall Wyvern, radio heater and many extras, condition 100%; guaranteed; £385.—Campbell 4456. [C1037]

1955 Vauxhall Wyvern, splendid condition; £475.—Smith & Hunt, 278, 280, Kennington High St., W.14. Tel. Western 2512. [C4019]

1955 Vauxhall Wyvern, red, heater, spotless, one owner, 10,000 miles, guaranteed demonstration at your home; £700.—Tel. Bletchley, Bucks. [C1615]

1955 Vauxhall Wyvern, 5,000 miles, heater, loose covers, as new; £625.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. [C3038]

1953 Vauxhall Wyvern, black, brown interior, good condition; £395.—L.S. & Sons, Ltd., 10, Westmore Grove, W.2. Tel. 1033 (7 lines). [C1038]

1954 model Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C1039]

£425 1950 Wyvern, immaculate, black, one owner; £625.—Havestock Garage, Havestock Hill, N.W.5. Gulliver 2662. [C2093]

1954 Wyvern, immaculate condition, one owner; £605 o.n.o.; H.P. arranged—Box 7777. [C1655]

VAUXHALL WYVERN

V old, heater, 30mpg, perfect order; £655.-Dodd, 58, Avon Crescent, Stratford-on-Avon. Tel. 3974. [C1677]

1956 Wyvern, 1,200 miles, black, deck cream, side heater, wheel covers, Ace Rimmedathers, etc.; £775.-12, Grange Gardens, S.E.25. Lit. 2014. [C1694]

1952 53 Wyvern, radio, heater, windscreen wiper, side heater, wheel covers, Ace Rimmedathers, Kent. Westerham, S.E.24. [C1692]

1955 (February) Wyvern, overdrive, heater, radio, undepressed reversing lights, screen washer, 16,000 miles; £725.—Parke, Fyne View, Tuddenham, Ipswich. [C1693]

£369 (1955) Vauxhall Wyvern, recom engine, genuine bargain—G P (Balham), Ltd., 26, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2054]

1954 Vauxhall Wyvern, blue heater, one owner, long mileage; £395; exchanges.—Naylor & Foot, Ltd., 25, Hill Ward, W.12. S.W.12 (3 miles from Clapham Junction). Batt. 2222. [C1032]

1952 53s; hire purchase and part exchanges welcomed—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2360. [C1035]

1955 (Feb.) Vauxhall Wyvern, black heater, tax-free, brain new condition, just run in; £625.-West London Motors, 205-209, Fulham Palace Rd., W.6. Fulham 0366. [C1602]

1954 model Wyvern, black, heater, as new, one owner, small mileage; £595 or near offer—Brown, 47, Gilbert Rd., Cambridge. Tel. 4269. [C1672]

£395 (1955) Vauxhall Wyvern saloon, blue, heater, excellent condition, and a true bargain.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. [C1618]

1950 Wyvern, blue, 64,000 miles, mechanically perfect, body sound, heater, fog lamp, £355; another grey, 47,000 miles; £345.—Tel Mincing Lane 2424 or evenings Derwent 0271. [C1655]

1950 Vauxhall Wyvern, metallic grey, very good condition; £595.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.1. Spirewell 8622. [C2019]

1954 Vauxhall Wyvern, grey with grey upholstery, low mileage, one owner, excellent condition throughout; £635.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

£425 (1955) Vauxhall Wyvern de luxe saloon, one owner, one owner, has maintained this perfectly; good condition, not 1951 in mini condition. We have had choice 1951 in mini condition.

L AMBS OF WOOD GREEN (Est. 1957) 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052]

£595 (1954) Vauxhall Wyvern 1954 saloon, metallic grey, heater, windscreen wiper, exchanges, etc., open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1204]

£425 (1955) Vauxhall Wyvern saloon, a very bright car with shiny black cellulose, good chassis, excellent brakes and steering, smart leather interior, a most comfortable car in condition to give an excellent period of service, choice of six other Wyvern saloons 1949-1952. [C1018]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m. [C1055]

VAUXHALL VELOX

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hulme 6621. Offers.—

1954 Vauxhall Velox, black with brown spinopistery, heater, windscreen wiper, very nice condition. £625.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hulme 6621. [C1048]

CAR MART, Ltd., offer:-

1954 Vauxhall Velox saloon, radio, heater, black with red upholster; £595.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

NEWNHAMS, Ltd.

1955 Vauxhall Velox sal., 3,000 mls.; £705.

N EWNHAM House, 235-246, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C1034]

SLOCOMBE, Ltd. offer:-

1953 Vauxhall Velox, black, splendid condition and appearance, fitted heater, £595; unique guarantee, terms, part exchanges, cars or motor cycles. £850.-S.22/2, Dulwich Lane, N.W.10. Willesden 4565. [C1017]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255-7154. [C1046]

PETER BANTOCK CAR SALES offer:-

1952 Vauxhall Velox, black with beige, one titled owner only; £475.-104 High Rd., Chieveley 2725-5870. [C1014]

G. J. LTD. Vauxhall main dealers, offer:-

1955 Vauxhall Velox, black, mileage 5,000; £750.-278, 280, Balham High Rd., London, S.W.17. Tel. 1033 (7 lines). Showrooms open 8 a.m.-8 p.m., including Saturdays. [C1079]

PHOENIX MOTOR CO. (SURREY), Ltd., offer:-

1954 Vauxhall Velox, blue, heater; £600.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C1044]

1955 Vauxhall Velox, blue, heater; £750. o.n.o.—Kin. 6472. [C1052]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1956 Vauxhall Velox, works mileage; part ex-Scott Cars, 347, Finchley Rd., London, N.W.3. [C4016]

1955 Vauxhall Velox saloon, one owner, splendid condition, heater and radio. £595. [C2026]

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

1949 Vauxhall Velox, £285. 3 months' guarantee. terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 & 5774. [C4054]

1952 Vauxhall Velox, radio heater, excellent condition. £495. [C4054]

SUCCESSION CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4015/1]

1953 Velox, grey, heater, one owner, excellent condition. £570. Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 5473-4-5. [6695]

£395 —Vauxhall Velox 1950 saloon, 4-door, exceptionally good car throughout; many other cars. [6695]

BENMOTORS, 1, Charendon Rd., Holland Park, W.11. Park 5066-7 (9d). Holland Park Tube. [C1013]

1952 Vauxhall Velox, black with red interior, heater, wing mirrors, written guarantee. [6695]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025]

1955 Vauxhall Velox saloon, finished in grey; £765. —University Motors, Ltd., 80, Piccadilly. Grosvenor 6141. [7053]

1953 Vauxhall Velox, black/blue, radio, heater, 12,410 miles.—Dunham & Haines, 46, Castle St., Luton. 2100-1. [C1078]

1955 Vauxhall Velox saloon, 2,000 miles; exchanges etc.—Antoswick, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1953 Vauxhall Velox, exceptional order: £580. —Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 3312. [C4019]

1954 (May) Velox, black, radio, heater, one owner. £625. —Vanderbilt's, 215, Haworth Hill, N.W.3. Primrose 4446. [C4062]

1955 Vauxhall Velox, 1950, 29,500 miles, heater loose covers, beautiful condition.—Tel. Connaught (Portsmouth) 78185. [6421]

VAUXHALL Velox saloon, 1950 model, owner driven, perfect running condition, heater, £400 or near offer; seen London or Essex.—Lindsey, Essex 4081. [6697]

1953 (Sept.) Velox, green, heater, 24,500 miles, unmarked, regularly serviced: £570 o.n.o.—Handley, "Gaywood," Tower Hill Rd., Farningham. Tel. 4469. [6740]

1954 Velox, low mileage, radio, heater, loose covers, many extras as new: £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3185. [C3096]

1954 Vauxhall Velox, black, low mileage, one owner, very carefully used: £625. —Walters Motors, Ltd., 356, High St., Ponders End, Enfield. Tel. Howard 1648 or 1951. [6688]

1954 Velox in grey; with dual tone grey and red upholstery, fitted heater and radio, a one-owner car, tax year, supplied and maintained by us. [6690]

A ALSO a similar 1955 car.
K.J. MOTORS, Ltd., Bromley. Ray 3456. [6692]

VELOX, Feb. 1954, green, 14,000 miles, radio, heater, complete, including spot covers, no lamp cleaner, Universal non-tubeless tyres, immaculate; £675.—Renown 3416. [6655]

1954 (series) Vauxhall Velox saloon, 13,000 miles, green, 2-ton green interior, tyres practically un worn, spare unused, one owner, taxed year, whole car spotless: £610. [C1107]

A. LINDOOG GARAGE, Alwood Rd., Maidenhead Tel. Littleton 4366. evenings and week-ends Littlewick Green 5076. [C1107]

1955 Vauxhall Velox saloon, 9,000 miles, radio heater: £755. —British & Colonial Motors, Ltd., 15-18, Upper St. Martin's Lane, London, W.C.2. [C1027] Leicester Square Tube Station. Temple Bar, 5595.

1952-3 (registered November, '52) Vauxhall Velox saloon, grey, heater and spot lamp, one titled owner since new, spotless condition: £495. —Garage Service Co., Ltd., 101, Finchley Rd., Chiswick Green, N.W.3. Tel. Chiswick 5569. [C6015]

Vauxhall Velox Cars Wanted
VAUXHALL Velox saloon required, 1956, Wyvern considered.—St. Alresford Rd., Winchester. [W1010]

VAUXHALL CRESTA
H. C. PAUL, Ltd.

1954 (Nov.) Vauxhall Cresta, 11,000 miles, one owner: £745.—22, Brunton Place, Berkeley Sq., W.1. [C3040]

NEWNHAMS, Ltd.

1955 model Vauxhall Cresta saloon, radio, 8,800 miles.—Eaton 4466. [C2025]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Tel. 4466. [C2025]

1955 Vauxhall Cresta, moraine red/beach white, radio, heater, sunroof, 11,000 miles.—Brentwood 278-280, Brentwood High Rd., London, S.W.17. Tel. 1035-47 (11a). Showrooms open 8 a.m.-6 p.m. including Saturdays. [6686]

1955 Vauxhall Cresta, radio, heater, 11,000 miles: £765. [C2025]

1955 Vauxhall Cresta, 11,000 miles, radio, heater, sunroof, 11,000 miles, indistinguishable from new: £880. Box 7640. [6525]

1956 Vauxhall Cresta, works mileage (120) only 4,455 miles. Box 7639. [6525]

1955 Vauxhall Cresta, low mileage, many extras including radio, heater, sunroof, chrome wheel, spot lamp, etc.: £645.—Sharrow Motors, 52, Uxbridge Rd., W.5. Belling 1475. [C2024]

The Autocar

VAUXHALL CRESTA

1955 model Cresta, black, many extras, one owner, practically new throughout: £795; another under 3,000 miles: £845.—G. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C2016]

VAUXHALL Cresta, July 1955, 4,500 miles only, single colour, silver grey, practically unused, impossible to find another: £795.—Alpha Garage, Westgate 357. [6527]

1954 (November) Cresta, mileage 3,800 only, two tone grey, condition as new, radio, screen washers, etc.: £645.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C2026]

1955 model Vauxhall Cresta, 2-tone cream and blue, with blue interior to match, low-mileage, one owned from new, taxed: £795.—Lines Bros., Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5754 and 7552. [C3097]

VAUXHALL 25

1939 Vauxhall 25 7-passenger limousine, fair order throughout: £165; 3 months' guarantee; terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

TIt is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328

VAUXHALL and other makes of used cars in good condition: as it is known your requirements. Tel. Unsworth 6832-5.—Gregory's of Cambridge. [6039] R

GRAYSON BROTHERS LTD., Autoworld, for "quasi tested" used Vauxhalls, give your key to rate used car value. Long for the "Autoworld" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Streatham. (Trafford 3511.) [C2023] R

Vauxhall Miscellaneous Cars Wanted

RSROWLAND SMITH'S THE CAR BUYERS.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham 6041. [W4015]

SHAW & KILBURN, Vauxhall main dealers

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328.

G. N. Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N. Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [C2018/R]

PRIVATELY owned Vauxhall 10 or 12—2/2-145, Streatham High Rd., Streatham 9607. [W2037]

VAUXHALL cars, post-war models, urgently required.

URGEONTY required, post- and pre-war Vauxhalls, cash price, prompt payment. Linton, Ltd., Vauxhall main dealers, 466-480, Edware Rd., London, W.2. Call, write or tel. Paddington 0322. [W2032] R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc. such as 1955-60 spares, manufacturers' parts, distributor exchange service and all other repairs to your Vauxhall or Bedford at:

BEDFORD House 380-388, London Rd., Croydon. Tel. Thornton Heath 2276 (14 lines). [C2025-R]

VAUXHALL, service, repair and exchange units available for DX-DY HI-J JCV. Vauxhall PCL models; gear boxes, suspension units, steering gear, differentials, rear axle assembly, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANGLE, Aerodrome Rd., London, N.W.4. Hendon 1604. [C2024]

VETERAN CARS

WELHAMHS, Surbiton Hill Rd., Surbiton, Elmbridge 1785, but sell and sell-1915 Veterans. [C4075]

FORD T (July, 1914) saloon, complete, needs restoration, and 1½ tons spares, including 12 engines, offers.—Old Shoreditch Garage, Shoreditch-by-Sex. [C2027]

Veteran Cars Wanted

WANTED: Guy VS car, enthusiast wishes to purchase a Guy VS car, condition immaterial.—Please forward complete details to: B. R. D. Ltd., 1036, Euston Rd., N.W.1. [C2024]

To all who are required to keep their cars in good order, also model T. V. Ford: please write.—Seville, Woodley Sourt, Romsey, Hampshire. [6594]

VOLKSWAGEN

VVW MOTORS, Ltd.

SOLO concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery. Buxton House, 7-9, St. James's St., London, S.W.1. White 5601. [C2024]

G. N. Ltd., Vauxhall main dealers, offer:—

1954 Vauxhall Cresta, moraine red/beach white, radio, heater, sunroof, 11,000 miles, £645.—Brentwood 278-280, Brentwood High Rd., London, S.W.17. Tel. 1035-47 (11a). Showrooms open 8 a.m.-6 p.m. including Saturdays. [6686]

1955 Vauxhall Cresta, radio, heater, 11,000 miles: £765. [C2025]

1955 Vauxhall Cresta, 11,000 miles, radio, heater, sunroof, 11,000 miles, indistinguishable from new: £880. Box 7640. [6525]

1956 Vauxhall Cresta, works mileage (120) only 4,455 miles. Box 7639. [6525]

1955 Vauxhall Cresta, low mileage, many extras including radio, heater, sunroof, chrome wheel, spot lamp, etc.: £645.—Sharrow Motors, 52, Uxbridge Rd., W.5. Belling 1475. [C2024]

VOLKSWAGEN

RICHARDS & CARL, Ltd., are always best value:—de luxe saloon, 1,192cc, one owner, superb condition: £635.

1955 de luxe saloon, 1,192cc, full £110 West Essex modifications, greatly improved performance, 35 mpg, one owner, virtually faultless: £635.

1954 de luxe saloon, 1,192cc, Stratoviolet, one owner:—S. W.I. Sloane 5424. [C2045]

PERFORMANCE CARS, Official Volkswagen Agents, Borehamwood, Middlesex. Ealing 8841. [C2041]

1953 (November) de luxe saloon, green with beige trim, one owner, 19,000 miles: £535.—Brookside Motors (Croydon), Ltd., 132, Brigstock Rd., Thornton Heath, Tho. 4256. [6440]

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 30mpg.—Sports Engineering, 1014, E. [C2042]

V & F MONACO MOTORS, Volkswagen specialists, offer you their unique experience obtained in 5 years of servicing and the repair of Volkswagen cars.

V & F MONACO MOTORS.—1951 de luxe saloon, 1,192cc, 40,000 miles, one owner, very good condition: £6450.

MONACO MOTORS.—1947 Standard saloon, good condition throughout: £525.

V & F MONACO MOTORS.—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4413. [6042]

Volkswagen Cars Wanted
THE Volkswagen Centre require good Volkswagen cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. [C2301]

VOLKSWAGEN saloon wanted: write/phone Birkenhead head 1495.—Taylor, 46, Hamilton Rd., Birkenhead 10980. [R980/R]

WANTED, Volkswagen saloon 1953-5, cash—139.—Long Lane, Liverpool, 19, Garston 1528. [6630]

RICHARDS & CARL, Ltd., buy Volkswagen—35, Kinnerton St., S.W.1. Sloane 5424. [W3045]

1954-5 Volkswagen required, any model: trade welcome.—Field, 245, Markfield Lane, Markfield, Leicester. [T0525]

PARTICULAR VW Wessex, converted in 1955, wanted for export, please send particulars, registration number, price and date of conversion.—Box 7660. [6575]

RASTOCK MOTORS, Ltd., Volkswagen agents, 10, Epsom 5967-9. [W1030]

V & F MONACO MOTORS.—The Volkswagen Buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4413. [6030 R]

URGENTLY required: £350 available for good condition Volkswagen; immediate (A.A.) inspection—Weeks. Old Rectory, Note. Oxford. Tel. Kidlington 3146. [T2525]

Volkswagen Spares and Service
COLBORNE GARAGE, Ltd., Ripley, Surrey. [C2301]

GENUINE Volkswagen spares, 24-hour postal service, technical service available.—Tel. Ripley 2361. [T0245 R]

EUROPEAN CARS, Ltd., Volkswagen Distributors. [C2025 R]

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. [T0436/R]

PRIDE & CLARKE, Ltd.—Buy return "Volkswagen spares" service—Stockwell Rd., S.W.9. Brixton 6251. [F5068 R]

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2561) and Dorset House (Welbeck 7880) branches have factory trained mechanics and offer full service with repairs and parts facilities. [F5055 R]

V & F MONACO MOTORS.—Volkswagen spares, engine, reconditioned engines, insurance repairs, conversions to R.E.D.: all Volkswagen accessories stocked.

V & F MONACO MOTORS.—The Volkswagen Specialists—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4413. [T0239 R]

REPAIRS (Supervision Mr. Tarrant, Diploma, VW Works); seat covers, £5. Speed Twin carburetor conversion giving astonishing acceleration, greater maximum speed, £48; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100]

WOLSELEY

EUSTACE WATKINS Ltd., the sole London distributor.

11000 miles, December 1954, Wolseley 4/44, maroon: £745.

CHOICE of 1954 low-mileage Wolseley 4/44s, beautifully maintained: £645. Wolseley 4/44, black, late delivery: £645.

1953 Wolseley 4/44, black, late delivery: £645.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Berkeley 5011, 399, London Rd., Croydon. Thornton Heath 4283, or 12, Chelsea Manor St., S.W.3. Flatman 8181. [C4046]

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1949 Wolseley 1.6-80 saloon, black with brown leather upholstery, heater, good condition: £275.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

£235—Wolseley 10, 1939, gunmetal grey, record engine, taxed.—Wembley 2406. [6693]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

BOON & PORTER, Ltd.

1955 (June) 4/44, Connaught green, 11,000 miles, virtually unscratched; £745.**CASTELNAU**, S.W.13 (Hammersmith Bridge), Riv.

4444. Tel. 01022

TOM GARNER, Ltd., offer:-

1954 Wolseley 6/80 saloon, gunmetal, 16,000 miles; £655.—Tom Garner, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7.**H. BEART & Co., Ltd., offer:-****1954** model Wolseley 4/44 saloon, first registered November, 1953, metallic green with green upholstery, a beautifully maintained car in superb condition throughout; offered with B.M.C. guarantee at £695.—102, London Rd., and High St., Kingston-upon-Thames, 5348. Tel. 0101-1954 series Wolseley 4/44; £650.**S. SCOTT** CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676.**PETER BANTOCK CAR SALES LTD.** offer:-**1954** Wolseley 4/44, one owner only, 12,000 miles, fitted with £100 worth accessories, in beautiful condition throughout; £725.—104, High Rd., Chiswick 2725-5870.**GUY SALMON AUTOMOBILES** offer:-**1955** Wolseley 4/44 saloon, 5,000 miles, maroon/grey, leather, quite as new in every respect; £795.—Portsmouth Rd., Thames Ditton, Epsom 5551-2-3.**SIMPSONS MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:-**1946** Wolseley 14, £345.—1939 Wolseley 12, £225.—355, High Rd., Wembley, Middlesex. Tel. Wembly 4422**1955** Wolseley 4/44, 5,000 miles, radio, heater, indistinguishable from new; £750.**S. SCOTT** CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676.**1950** Wolseley 6/80 saloon, gunmetal with grey leather; heater; various extras; £495.**PARKERS (MANCHESTER & BOLTON)**, Ltd., Deansgate, Manchester, 1. Tel. 4507.**1952** Wolseley 8/80 saloon, black, brown leather, heater, many extras, beautifully kept; £550.**A CRES** AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 9511.**WOLSELEY** 12 1939 black saloon, excellent mechanical order, new battery; £120.—Merville, Ockham Rd., East Horndean 456.**BEARNS OF KINGSTON**—Wolseley distributors. Sales, services and repairs.—102, London Rd., Kingston 5348. Tel. 5348.**1932** Hornet Special, overhauled, engine rebuilt; £90 o.n.o.—Moore, Upper Brook St., W.1. Tel. 6892.**1955** Wolseley 4/44 saloon, grey, red leather, 4,000 miles, superb condition; £795.—Robbins, East Putney, Tel. 7881.**1954** Wolseley 4/44, maroon, very fine condition; £740.—Central Garage, Henley-on-Thames, Tel. 555.**1949** (Nov.) Wolseley 4/50, excellent, 35,000 miles, overhauled; £425.—46, Eastlands, Newcastle-upon-Tyne. Tel. 6961.**1952** Wolseley 4/50 saloon, metallchrome green, includes leather upholstery and heater, perfectly maintained; £525.**FARRAR & CO. (CRICKLEWOOD)**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. Tel. 0208/1.**1951** Wolseley 6/80, splendid condition; £415.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312.**1954** Wolseley 4/44 saloon; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965.**1955** (Jan.) Wolseley 4/44 saloon, black, maroon or silver, 5,000 miles, very many extras; £800.—Payne, Shillington, Tel. 203.**1952** Wolseley 4/50, beautiful green, carefully maintained since new, extras, taxed; £485.—Cotters, Woodchurch, Ashford, Kent. Tel. 6943.

WOLSELEY

1954 Wolseley 4/44 low mileage, de luxe radio, immaculate; £775.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096]**1950** Wolseley 6/80, immaculate condition; £365.—Jack Foxer (Automobiles), 338, Hendon Way, N.W.4. Tel. 8011/2. [C3063]**1953** Wolseley 6/80 saloon, grey, excellent condition; £300 miles; £530.—Salmons Garages Ltd., Temple Bar 3338.**WOLSELEY** 6/80, 1955, under 5,000 miles, definitely as new, taxed, etc.; £1,065.—Frank Grounds Ltd., 186, Lichfield Rd., Aston, Birmingham 6. East 1763. [C653]**1951** series Wolseley 4/50, grey, recent overhauls a very nice car; £415.—London Cars, 524-5, Greenford Rd., Greenford, London, Watlow 2645-4407.**1948** Wolseley 8 4-door saloon, guaranteed; £245; exchanges, terms; £1,065.—Frank Gardens Mews, Kensington, W.14. Park 3704-5. [C2024]**6/90** Wolseley 1955, grey with red upholstery, fitted heater, screen washers, etc., negotiable; £1,065.—Jack Smith, 23, Bruton Place, Mayfair, 0661-2. [C4062]**£444** (!!!) 1955 Wolseley 6/80 de luxe saloon, in mint condition throughout.—Below.**£299** (!!!) 1946 Wolseley 14 de luxe saloon, choice 15hp saloon.**LAMB OF WOOD GREEN** (Est. 1957); 100 guaranteed used cars; exchanges, hire purchase; 421-422, High Rd., Finchley. (East Finchley Underground). Tel. 5222. [C2050]**A RCHIE SIMONS & Co., Ltd.**—1950 Wolseley 6/80 A saloon, black/brown leather, fitted heater, in excellent mechanical condition; £425.—95, Gt. Portland St., W.1. Lam 1343. [C4013]**1947** Wolseley 14/60 saloon, colour blue, moderate mileage, one private ownership only, good condition; £1,065.—G. J. Morris, 12, Gloucester Garage, 134, Westgate, Canterbury. Tel. 0307-11073.**1955** model (registered December, 1954) Wolseley 4/44 saloon, with windscreen washer and fog lamp, mileage 10,000 approximately; £795.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. Liberty 8221-1. [C6095]**1955** Wolseley 4/44 saloon, radio, heater, 6,000 miles; £785.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (adj.) Leicester Square Tube Station. Temple Bar 3586. [C1027]**WOLSELEY**, 1939 model, 18/25hp saloon, titled owner, serviced by manufacturers, chauffeur driven, magnificent car, original condition; £1,065.—Smiths, 96, Chalc Hill Rd., N.W.1. Tel. Goliath 2767. [C6790]**245** (ans.)—Wolseley 12 1948 de luxe saloon, sliding head, leather, heater, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowlands & Smith, Hampstead (Hampstead Tube). Tel. 0208/1.**1953** (Oct.) Wolseley 14/44 saloon, black, one owner, low mileage, extras, in exceptional condition; £650; terms exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 3968. [C4064]**Wolseley Cars Wanted****R**
S OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley—Hampstead (Tube), N.W.3. Ham 6041. [C2018/R]**If** you wish to sell your car for cash write, phone or call.**GEORE NEWMAN & Co.** 369, Euston Rd., London, N.W.1. Boston 4466. [W2023/R]**CASH** for cars.—Smith's, 86, Chalk Fair, Edgware, N.W.1. Chalk 2767. [C2024/R]**GOOD** used cars wanted, any make or h.p.; immediate cash.—Traynor Motors of East Ham, Orpington 2520/5854. [W4032]

Wolseley Spares and Services

W. JACOBS & SON.**WE** specialize in spares and repairs of all models of Wolseley cars.**W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [C0825]**R** AMSAY MOTORS, Ltd., 242/246, High St., Barnet 2340.—Spares 1937 onwards; sales and repairs.**BARKERS MOTORS (LONDON)**, Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [C0223]**EUSTACE WATKINS**, Ltd., Chelmsford Manor St., S.W.5. (Finchley 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.**HARDY** a 50N, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our specialty; exchanges engine units; spares and accessories.—Tel. 1101. [C0317/R]

MISCELLANEOUS CARS

RAYMOND WAY.**R**AYMOND WAY, the hire purchase specialists, 300 cars available mostly under £2000; 6 months written guarantee on every car, 3 months on pre-arranged car. We can quote the most competitive rates obtainable only since now, due to our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance £4 months. We are exchange specialists and we will buy your car for £1000 or even £1000 extra. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. six days a week.—Raymond Way, Kilburn, N.W.5. Maida Vale 6064. [C1010/R]**R**OBINS, 36, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. [C2010/R]

Miscellaneous Cars Wanted

R**S** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for cars—Hampstead (Tube), N.W.3. Ham 6041. [C2018/R]**If** you wish to sell your car for cash write, phone or call.**GEORE NEWMAN & Co.** 369, Euston Rd., London, N.W.1. Boston 4466. [W2023/R]**CASH** for cars.—Smith's, 86, Chalk Fair, Edgware, N.W.1. Chalk 2767. [C2024/R]**GOOD** used cars wanted, any make or h.p.; immediate cash.—Traynor Motors of East Ham, Orpington 2520/5854. [W4032]

AMBULANCES

12 hp Morris ambulance £115; 24hp Albion, £125; 22hp Ford; 26hp engine £115; 27hp Austin, £200; many others.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C10223]**MOBILE CANTEENS, KITCHENS, ETC.** 27 hp Austin walk-about coachwork in course of construction; 5 miles; £1,000; 5,000 ft. incl. others, including 15hp Austin, also Fordson 3-cylinder cutters, 1953, from £365.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C10223]**MOTOR HEARSE** 27 hp Austin walk-about coachwork in course of construction; 5 miles; £1,000; 5,000 ft. incl. others, including 15hp Austin, also Fordson 3-cylinder cutters, 1953, from £365.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C10223]**MOTOR SCOOTERS** 12 hp Lambretta, Bella, Parella and British Scooterette for Demonstrations, free; 10/12/14/16/18/20/22/24/26/28/30/32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62/64/66/68/70/72/74/76/78/80/82/84/86/88/90/92/94/96/98/100/102/104/106/108/110/112/114/116/118/120/122/124/126/128/130/132/134/136/138/140/142/144/146/148/150/152/154/156/158/160/162/164/166/168/170/172/174/176/178/180/182/184/186/188/190/192/194/196/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/439/440/441/442/443/444/445/446/447/448/449/449/450/451/452/453/454/455/456/457/458/459/459/460/461/462/463/464/465/466/467/468/469/469/470/471/472/473/474/475/476/477/478/479/479/480/481/482/483/484/485/486/487/488/489/489/490/491/492/493/494/495/496/497/498/499/499/500/501/502/503/504/505/506/507/508/509/509/510/511/512/513/514/515/516/517/518/519/519/520/521/522/523/524/525/526/527/528/529/529/530/531/532/533/534/535/536/537/538/539/539/540/541/542/543/544/545/546/547/548/549/549/550/551/552/553/554/555/556/557/558/559/559/560/561/562/563/564/565/566/567/568/569/569/570/571/572/573/574/575/576/577/578/579/579/580/581/582/583/584/585/586/587/588/589/589/590/591/592/593/594/595/596/597/598/599/599/600/601/602/603/604/605/606/607/608/609/609/610/611/612/613/614/615/616/617/618/619/619/620/621/622/623/624/625/626/627/628/629/629/630/631/632/633/634/635/636/637/638/639/639/640/641/642/643/644/645/646/647/648/649/649/650/651/652/653/654/655/656/657/658/659/659/660/661/662/663/664/665/666/667/668/669/669/670/671/672/673/674/675/676/677/678/678/679/679/680/681/682/683/684/685/686/687/688/689/689/690/691/692/693/694/695/696/697/698/699/699/700/701/702/703/704/705/706/707/708/709/709/710/711/712/713/714/715/716/717/718/719/719/720/721/722/723/724/725/726/727/728/729/729/730/731/732/733/734/735/736/737/738/739/739/740/741/742/743/744/745/746/747/748/749/749/750/751/752/753/754/755/756/757/758/759/759/760/761/762/763/764/765/766/767/768/769/769/770/771/772/773/774/775/776/777/778/778/779/779/780/781/782/783/784/785/786/787/787/788/789/789/790/791/792/793/794/795/796/797/797/798/799/799/800/801/802/803/804/805/806/807/808/809/809/810/811/812/813/814/815/816/817/817/818/819/819/820/821/822/823/824/825/826/827/828/829/829/830/831/832/833/834/835/836/837/838/838/839/839/840/841/842/843/844/845/846/847/848/849/849/850/851/852/853/854/855/856/857/858/859/859/860/861/862/863/864/865/866/867/868/869/869/870/871/872/873/874/875/876/877/878/879/879/880/881/882/883/884/885/886/887/888/889/889/890/891/892/893/894/895/896/897/898/899/899/900/901/902/903/904/905/906/907/908/909/909/910/911/912/913/914/915/916/917/918/919/919/920/921/922/923/924/925/926/927/928/929/929/930/931/932/933/934/935/936/937/938/939/939/940/941/942/943/944/945/946/947/948/949/949/950/951/952/953/954/955/956/957/958/959/959/960/961/962/963/964/965/966/967/968/969/969/970/971/972/973/974/975/976/977/978/979/979/980/981/982/983/984/985/986/987/988/989/989/990/991/992/993/994/995/996/997/998/999/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1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SMITH & CO., London distributors, 40, Conduit St., W.I. Regent 0424, 6 lines. [1019/R]

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ALLARDS MOTORS, Ltd.—Main distributors for all Models. Spares and Service.—Acme Lane, Brixton, S.W.2. Brixton 6431. [1042/R]

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CHALES FOLLETT, Ltd.—Alvis repair specialists. OFFICIAL Alvis spare parts stockists.

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GALT OF GLASGOW, Scottish distributors, can offer G type Alvis TC 21/100 saloon, subject to being unboxed, reserve your new Alvis now, contact us at once.

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HA. FOX & CO., Ltd., appointed official retailers for Alvis cars will be pleased to receive enquiries and orders for all models.—5-5, Burlington Gdns., Old Bond St., London, W.1. Regent 8522. [0137]

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TATE OF LEEDS, Ltd., main Ford dealers.—Immediate delivery at pre-budget prices; new Canadian Ford Customline saloon, right-hand drive, automatic transmission, radio, etc., etc.; also the 8-passenger estate car, part exchange welcomed.—Tel. 31261. Tate of Leeds, Ltd., New York Rd., Leeds, 2. [0601]

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SEE and try the new 1955 Armstrong Siddeley 7-passenger limousine, at Portsmouth Rd., Thames Ditton, Surrey. Emberton 5551-2-3. [1040/R]

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CLAIR'S OF PIRRIE for the Sapphire; 24, Pirrie Service, Guildford and Woking district.—Pirrie bright, Surrey. Brookwood 2201-2. [1010/R]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2. Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [1063/R]

WALTER SCOTT, Ltd.—Sapphires from stock, early delivery new models.—39, College Cresc., Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 51100. [1030/R]

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—**Witter**, 134, Foregate St., Chester, 4. [0570/R]

TOING brackets, over 100 designs from Stock.—**S. Dixon & Sons, Ltd.**, Chester. Tel. 24034. [0576/R]

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WORTH caravan and trailer chassis, undergears, parts, write for lists.—**Jerry Wadsworth & Son, Ltd.**, Ripponden, Yorkshire. [0095/R]

HOLDER GRAESLEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—**The Holder Chassis Co.**, 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0411/R]

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CARAVAN and Trailer Trade Journal," a shop window in which all concerned in caravan manufacture write for latest news, and designs; learn of new methods, materials and fittings; in fact, keep abreast of all that's new, both at home and overseas; 1/6 every other month from all newsagents, or 10/- a year direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. [1057]

ARMSTRONG SIDDELEY

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley—Demonstrations, spares and service—Ewell Rd., Cheam, Surrey. V.1517/R

PASS AND JOYCE, Ltd., England's largest distributor of the new Armstrong Siddeley and Sapphire.—**154-188, Gt. Portland St., London, W.I.** Museum 1001. [0191/R]

LYTTELTON GARAGE, Ltd.—1955 new Sapphires from stock; part exchanges, h.p. terms; after-sales service, repairs—Hampstead Garden Suburb, Speedwell 3500 and 3550. [0192/R]

CENTRAL GARAGE (CROYDON), Ltd., main agents for Armstrong Siddeley for Croydon, Leytonstone and Cottenham. Supplies available for demonstration.—**Pel. Rd., Croydon, Tel. Croydon 7464.** [1019/R]

WILSONS, the enthusiastic owner-agents, are delighted with the new Sapphire cars; we can accept orders for early delivery of all models and will be pleased to arrange demonstrations on the new 2.5-litre Sapphires; the cylinder head covers are unique and exceptional performance over 100 miles per hour; the 6-cylinder has an amazing clutchless manual no-clutch gear change and is ideal for people who do not wish to have the fatigue and complication of using a clutch pedal; demonstrations can be arranged to suit your convenience.

WILSONS, 54, Acme Lane, S.W.2. Tel. 4011. 1. Dorking Rd., Epsom. Epsom 3901. [1040/R]

ASTON MARTIN

ORGANS OF OXFORD, three counties distributors; demonstrate in stock very early delivery ensured.—**E.H. Organs & Sons, Ltd.**, Banbury Rd., Oxford. Tel. 59613-4. [1010/R]

AUSTIN

DOVE Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon, Tel. Addiscombe 5066. [NI1077/R]

CAROUSEL

THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars, all available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0151/R]

GATEHOUSE offer:—

EARLY delivery of Austins, all models.—**Gatehouse Motors, Ltd.**, Highgate Village, London, N.6. Tel. Mountain 4646. [1020/R]

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PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—**Shaw Motors, Ltd.**, 666-678, Garnett Lane, S.W.17. Wim 3081-2-3. [1040/R]

ROWLAND SMITH'S for Austin.

IMMEDIATE delivery A30, A40, A50 and A90.

PART exchanges; confidential h.p. terms; open 9-7 days and Saturdays.—**Rowland Smith, Hampstead (Tube), N.W.3.** Hampstead 6041. [0408/R]

HERBERT & MILLS, Ltd., Austin A30 early delivery—75, Gt. Portland St., W.I. Langham 3506-7. [NI3021]

AUSTIN A30 Westminster saloon; pre-budget price—**Ripon Ltd.**, 16, Albemarle St., W.1. Hyde Park 2952-3-4. [NI3026]

KDML & CHERRINGTON, Ltd.—Delivery guaranteed; series invited from 6, Albemarle St., W.1. Grosvenor 5251. [1020/R]

SPRINGFIELD GARAGES, Ltd., direct agents, favourable deliveries.—**Pel. 5576-7, Evening Pal.** 8974. Southgate, N.14. [0272/R]

AUSTIN A30 Westminster for immediate—**D. J. Sheehan & Co. (Enfield), Ltd.**, 436, Hertford Rd., Enfield. Howard 1631. [0400/R]

TRINITY CARS, Ltd., Inquiries invited for all Austin models; early delivery—34, Northgate St., W.1. North Common, S.W.1. Tel. Vandys 1168. [NI4034]

IMMEDIATE delivery A30, A40, A50, A90 Austin.—**Finchley Road Garage**, 335, Finchley Rd., N.W.3. Hampstead 2252. [NI3026]

WEST LONDON MOTORS can now offer you a selection of Austin A30, A40, A50 saloons, all facilities.—205-209, Fulham Palace Rd., W.8. Fulham 2225. [0595/R]

AUSTIN A30 4-dr. sal., Chelsea grey/red; list price; exchanges.—**Navier & Root, Ltd.**, 25, Euston Rd., N.W.1. Tel. Euston 2225. [NI3022]

AUSTIN

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Austin models, including light commercials.—34, Acme Lane, London, S.W.2. Brixton 4011. [NI4085/R]

SMITH & HUNTER, Ltd., specialists—Direct car and service agents, fullest facilities; available now A90, A50, A30; exchanges, deferred terms—376-8, Kensington High St., W.1. Western 2512. [NI4019]

AUSTIN A90 W/Master de luxe, blk/red hide, h.p. list price; exchanges.—**Navier & Root, Ltd.**, 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [NI4019]

AUSTIN Princess saloon, finished in grey with blue leather upholstery, available for immediate delivery at pre-Budget price.—**Alpine Motor Co., Ltd.**, Austin House, Granada Rd., Southsea. Tel. Portmouth 32267. [NI4019]

IMMEDIATE delivery new Austin Princess Limousine; list price £2,834.9.2.—**British & Colonial Motors, Ltd.**, 15-14, Upper St. Martin's Lane, London, W.1. Tel. 3154. (Adj. Leicester Square Tube Station.) Temple Bar 3568. [NI3027/R]

IMMEDIATE delivery new Austin A30 Countryman; list price £1,746.16.6.—**British & Colonial Motors, Ltd.**, 15-14, Upper St. Martin's Lane, London, W.C.1. Tel. 3154. (Adj. Leicester Square Tube Station.) Temple Bar 3568. [NI3027/R]

PRINCESS saloon, A90, A50, A40, A30, and all commercial models.—**Fryns & Stevens, Ltd.**, the South London Austin Depat., 57, Acme Lane, S.W.2. Repair and service to Austin exclusively.—**Brixton 1155, Streatham 7562.** [NI309/R]

BRITAIN and back overseas residents visiting Britain may buy new Austin without purchase tax for use in Britain subsequent export; delivery—**Spirens & Sons, Ltd.**, London, S.E.5. England 10677 R

LANKESTER ENGINEERING Co., Ltd., 59-65, Eden St., Kingston; the Austin main agents offer immediate delivery, one only. A40 Countryman and one A30 saloon at pre-Budget prices; exchanges and deferred terms.—Kingston 3151 (6 lines). [0263/R]

AUSTIN A90 Westminster de luxe, blue and red hid. heater, overriders, ashtrays, £526. Austin A30 4-door saloon in grey, heater, overriders, ashtrays £365.16.2.—**Elmbridge Bros., Ltd.**, 133, Old Bromham Rd., S.W.7. Fremantle 5333. [NI1035]

1956 AUSTIN A135 Princess, Mark III saloon, black and white, £1,900. As works, £1,600. [0263/R]

AUSTIN A135 I.W.B. 7-seater limousine, black, brown hide, ex works, unregistered; both cars available for January 1956 delivery.—**Henlys, Victoria St. and Cheltenham Rd., Bristol.** Tel. 27757 and 21326. [0606]

YOU couldn't do better than secure immediate delivery of your new A90 Westminster saloon at the pre-Budget price; immediate delivery available of A40 Countryman, A40 and A30 2-door saloon; current market value for your present car subject to inspection.

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MEBES & MEDES, Ltd. (Est. 1893), direct Austin specialists for past 30 years offer from stock immediate delivery A30 2- and 4-door saloons, both Austin A40 and A30 2-door saloons, plus many other models including light commercial vehicles; part exchanges and extended payments.—**The Broadway, Mill Hill, N.W.7.** Tel. Mill 2040. [NI3042]

AUSTIN-HEALEY

WE value cars in part exchange.—**Performance Cars, Brentford, Middlesex, Ealing 8841.** [NI3041]

SMITH MOTORS OF DULWICH for Austin-Healey 285, Rus Lane, S.E.15. New Cross 7000. [0641/R]

LANKESTER ENGINEERING Co., Ltd., 59-65, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-8. offer immediate delivery 100 model sports colour green; exchanges and deferred terms. [0339/R]

1955 Austin-Healey 100 2-seater, 3-speed model overdrive, finished red, used for demonstration terms only; enquiries invited.—**Charles G. W. Bulst, Ltd.**, Comical Rd., Darlington. Tel. Darlington 2574. [0771]

AUSTIN-HEALEY, the production sports car or which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd. The Austin-Healey specialists also sole distributors for Le Mans 24 hours kids in the United Kingdom.

SERVICE DEPARTMENT, Donald Healey Motor Co., Ltd., Warwick. London showroom: North Audley House, 42, North Audley St., W.1. [0699/R]

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BENTLEY

CAR MART, LTD.

OFFICIAL retailers offer for future delivery the S Series Bentley saloon, demonstration cars available—**CAR MART, LTD.**, 320, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434.

G ROSE, LTD., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 4540.

DAVID ROSENFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Didsbury 6671.

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [1050/R]

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-7, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0138]

REDDING BROS., Ltd., the largest Bentley and Rolls-Royce distributors in the U.K. Bentley and Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 7070 (10 lines).

B.M.W.

SOLE concessionaires for the 2-litre Type 501 and the 2.6-litre Type 502 8-cylinder model.—Fraser-Nash, Ltd., London Rd., Llewellyn, Middlesex. [10205/R] low 6011.

B.M.W.-ISETTA

RUDDS OF WORTHING for demonstrations in the South; quick delivery; part exchange.—Admiral Central Station, Worthing 7775. [0692/H]

FORBES & PALCKE, B.M.W. Isetta dealers; demon-

strations.—23, Old Bromley Rd., Knightsbridge. [1055/R]

BOND MINICAR

RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributor, immediate delivery of all models on payment of 1/4 deposit; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Knock Bridge, N.W.6. Maids Vale 6044. Open from 9 a.m. 8 days a week. [1039/R]

ROWLAND SMITH'S for Bond Minicar.

IMMEDIATE delivery 2-seater and Family models.

PART exchanges, confidential h.p. terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [1040/R]

WE value cars in part exchange.—Performance Cars, Great West Rd., Brentford, Middlesex. [10304]

PRIDE & CLARKE, Ltd., Bond Minicar distributors, all models and colours in stock; one-third deposit secure, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.5. Brixton 6251. [10505/R]

BORGWARD

METCALFE & MUNDY, Ltd.

SOLE concessionaires for all Borgward cars.

PASSANGER cars with optional automatic drive, also Express microbuses with direct fuel injection; full range of commercial vehicles; diesels and petrol; demonstration at any time; names of distributors on request.—280, Old Broadwick Rd., S.W.5. Tel. 5471/C166-7.

REG TIMMS (MOTORS), Ltd.

BORGWARD Hansa sole distributors for Herts and Beds, Isabella 1500 demonstration saloon available, demonstration at any time; part exchange invited.—12, Town End, Luton, Beds. Tel. Luton 3954-5. [0656/R]

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, T. 2226. [1110/R]

BURNS STATUE GARAGE, Ayr 3336—Sole distributors Edinburgh and South of Scotland. Isabella 1500 demonstration car available—quick delivery.—[0480/R]

SURREY, Sussex and Kent sole distributors for Borgward demonstration cars available; early delivery new models; spares and service.—Farnham 1000. [0134/R]

CARR'S MOTORS.—Sole distributors Lancs & Cheshire, trade enquiries invited; full service; demonstration car available.—Carr's Garage, Hardman St., Liverpool, Tel. Royal 5141 (5 lines). [1670/R]

REVIS CAR SALES, Ltd., New Rd., Southampton Tel. 22354, sole distributors for Hants, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; same day delivery.—[0656/R]

E & T MOTORS, Ltd. sole distributors for E. & T. county and parts of East London; literature, demonstration on request; quick delivery; trade enquiries invited.—655, High St., Leytonstone, E.11. Tel. Leytonstone 4277 and 6351. [10655/R]

BRISTOL

ALLIED importation of 1955 left-hand-drive Buick models; orders can now be accepted.—**SOLE CONCESSIONAIRES**, Carr's Garage, Hardman St., Liverpool, Tel. 22354. [1670/R]

BRISTOL in the Western Counties, new and used models; service and spares; adventurous delivery; new cars; sole distributor—Charles Cruden & Sons Motors, The Centre, Bristol. Tel. 25280. [0531/R]

BUICK

ALTD. importation of 1955 left-hand-drive Buick models; orders can now be accepted.—**SOLE CONCESSIONAIRES**, Carr's Garage, Hardman St., Liverpool, Tel. 22354. [1670/R]

CADILLAC

ALLIED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted.—**SOLE CONCESSIONAIRES**, Carr's Garage, Hardman St., Liverpool, Tel. 22354. [1670/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adm.), Leicester Sq., Tube Stn.) W.C.2. Temple Bar 5588. Distributors for London and Home Counties. [10127/R]

CHRYSLER

AUTOMOBILES (LONDON), Ltd., offer:-

NEW Chrysler Plymouth V.8 and 6-cylinder sedans available, choice of colours and specification, 1954 exchange terms.—59-65, Belgrave Rd., N.W.6. Tel. 5552-2155. [1054/R]

DISTRIBUTORS in Yorkshire for Chrysler cars for immediate delivery of the full range of new models—contract—Newells of Huddersfield, Ltd., Automobiles Distribution, Viaduct St., Huddersfield. [1053/R]

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

THE revolutionary Type DS19 for which the world is still waiting.

Offered now from the enthusiastic specialists, where service comes before a.m.—

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. [10403]

C. G. NORMAN & Co., sole distributors for the County of London, early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic 2211. [0697/R]

WILSONS for Citroen cars.—You really must see the amazing 1954 Citroen cars on view at Tunbridge Wells, Kent, under £500 class.—

Zachary Wilsons, 1, Dorking Rd., Epsom. Epsom 3901. to make sure of early demonstration and delivery.—

NEW Zephyr convertible, blue with blue leather upholstery.—Kingsway 2274. [1054/R]

GORDON CARS (LDN.), Ltd.—

NEW Ford Zephyr convertible, blue with blue leather upholstery.—Kingsway 2274. [1054/R]

GORDON CARS (LDN.), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [1074/R]

ROWLAND SMITH'S for Ford.

PART exchanges, confidential h.p. terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hanmerstead (Tube), N.W.3. Hampstead 6041. [10403]

ARTURH E. GOULD, 290-2, Regent St., W.1. [0102/R]

FORD main dealers and distributor; for immediate delivery of Zephyra, Zodiacs, Consuls, etc., Tel. Langham 1984. [0102/R]

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; delivery on payment of 1/4 deposit; cars, motor cycles and 5-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open from 8 p.m. 6 days a week. [0779/R]

DAGENHAM MOTORS Ltd., Ford main dealers.

5Park Lane, W.1. Hyde Park 4866, 573. Ealing Rd., Alperton, Middx. Perivale 5588; and 8, 10, 12, Sandys Rd., Catford, S.E.6. Bithers Green 4222. [10606/R]

DALDRIDGE MOTORS, Ltd., Acre Lane, Briston, A.S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models. Brixton 6431-2-3-4.

VISITORS and residents, enquiries Export Dept., Macaulay 5201. [0664/R]

MAYFAIR and West End Agents; all new Ford models.

DRIVE and try yourself a 1956 Zephyr before taking delivery from us.

FORD, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [10505/R]

BLU STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Park 7454. [10987/R]

JACK RUSK, Ltd., Ford Retail Dealers and Stockists, Stafford Rd., Wellington, Surrey. Wat 0979. [0129/R]

IMMEDIATE delivery new Consul saloon.—Kirkgate Cars, Kirkgate, Sydenham, London, S.E.26. Sydenham 6129. [10268/R]

CHERRINGTON, Ltd.—Delivery 1000. [10268/R]

QURRIES invited from 9, Albemarle St., W.1. [10268/R]

WEST LONDON MOTORS can now offer early delivery of Ford Consul all facilities.—205-209 Fulham Rd., W.6. Tel. 6000. [0600/R]

Rhire purchase facilities.—52, Maria Court Rd., London, W.1. Fremantle 3401. [10456/R]

1956 Ford Consul saloon, immediate delivery; list of dealers, price, etc.—Kingsway 2274. [1054/R]

IMMEDIATE delivery Consul and "ephyr saloons and convertibles." Zodac saloons.—Sharwood Motors, Ltd., 11, Umbria Rd., W.1. Ealing 1475. [0663/R]

FORD, Rockley, London, main Ford dealers and service, roachhilling, insurance 219-221.

Balmoral High Rd., W.17. Balsam 1271 (10 lines).

PEAOCKS OF FOLKESTONE, Ltd., main Ford dealers; service, spares, insurance. Broomrooms, 130, Sandgate Rd., Folkestone and offices, 104, Ford Rd., Folkestone 51222 (3 lines). [10606/R]

CONSUL convertible, black beige, immediate delivery, cash or terms; up to maximum period.—Wilson's Motorcycles and Workshops, Ltd., 54, Acre Lane, S.W.2. Brixton 4011. [10468/R]

FORD Customline saloon, r.h.d., fitted Pardunite, self change gear box, heater, wireless, blue unregistered. One only, pre-budget purchase tax. Hangers Ford distributors, Broad St., Birmingham, Mid. [10606/R]

ACLAND & TABOR, Ltd., Weelwyn Fly-Past, Herts. Weelwyn 481-2-3, offer immediate delivery Consul convertible, Duxforster grey, maximum H.P. terms available, pay down, balance over 2 years, new car a pre-budget purchase. [10606/R]

BRITAIN and back overseas residents visiting Britain may buy new Fords without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steel Griffiths, Ltd., London, S.E.5. England. [10468/R]

YOU couldn't do better than secure immediate delivery of your new Ford; the pre-budget price, immediate delivery available of Zephyr and Consul saloons; current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cleveland Row, Broadway, London, N.W.2. Glanton 2234. Open week-days 8 a.m. to 6 p.m. [10206/R]

FRAZER NASH

REQUESTS for literature and information to the manufacturers, A.F.N. Ltd. (Frazer Nash Cars), London Rd., Llewellyn, Middlesex. Hounslow 0011. [10205/R]

NEW CARS FOR SALE

GORDON

RAYMOND WAY

Official appointed distributors for this new 5-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £230/17 including P.T.O.; immediate delivery of all models and complete service.

RAYMOND WAY, Kilburn Bridge, N.W.6. Maida Vale, W.8. Tel. 6034. Open 9 a.m. to 5 p.m. 6 days a week 10934/R.

SLOCOMBE'S, Ltd., 3-wheeler specialists.

No waiting, immediate delivery from stock, the amazing economical Gordon, standard or de luxe model, 197c.c. 2-stroke, 75 m.p.h., 65 per year road tax; part exchanges cars or motor cycles.—38-52, Duddeston Hill Lane, N.W.10. Willesden 4869. [N14017]

HILLMAN

REgent SERVICE GARAGE, Finchley, authorised dealers, call 201-293. C

Goldards Lane, North Finchley, N.13. Hillside 4011-4405. [N1795/R]

BARNET area—Hillman main dealers—Hadley Green Garage, 202-204, High St., Barnet 0332. [0411]

Hillman 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 15700, 15800, 15900, 16000, 16100, 16200, 16300, 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59300, 59400, 59500, 59600, 59700, 59800, 59900, 60000, 60100, 60200, 60300, 60400, 60500, 60600, 60700, 60800, 60900, 61000, 61100, 61200, 61300, 61400, 61500, 61600, 61700, 61800, 61900, 62000, 62100, 62200, 62300, 62400, 62500, 62600, 62700, 62800, 62900, 63000, 63100, 63200, 63300, 63400, 63500, 63600, 63700, 63800, 63900, 64000, 64100, 64200, 64300, 64400, 64500, 64600, 64700, 64800, 64900, 65000, 65100, 65200, 65300, 65400, 65500, 65600, 65700, 65800, 65900, 66000, 66100, 66200, 66300, 66400, 66500, 66600, 66700, 66800, 66900, 67000, 67100, 67200, 67300, 67400, 67500, 67600, 67700, 67800, 67900, 68000, 68100, 68200, 68300, 68400, 68500, 68600, 68700, 68800, 68900, 69000, 69100, 69200, 69300, 69400, 69500, 69600, 69700, 69800, 69900, 70000, 70100, 70200, 70300, 70400, 70500, 70600, 70700, 70800, 70900, 71000, 71100, 71200, 71300, 71400, 71500, 71600, 71700, 71800, 71900, 72000, 72100, 72200, 72300, 72400, 72500, 72600, 72700, 72800, 72900, 73000, 73100, 73200, 73300, 73400, 73500, 73600, 73700, 73800, 73900, 74000, 74100, 74200, 74300, 74400, 74500, 74600, 74700, 74800, 74900, 75000, 75100, 75200, 75300, 75400, 75500, 75600, 75700, 75800, 75900, 76000, 76100, 76200, 76300, 76400, 76500, 76600, 76700, 76800, 76900, 77000, 77100, 77200, 77300, 77400, 77500, 77600, 77700, 77800, 77900, 78000, 78100, 78200, 78300, 78400, 78500, 78600, 78700, 78800, 78900, 79000, 79100, 79200, 79300, 79400, 79500, 79600, 79700, 79800, 79900, 80000, 80100, 80200, 80300, 80400, 80500, 80600, 80700, 80800, 80900, 81000, 81100, 81200, 81300, 81400, 81500, 81600, 81700, 81800, 81900, 82000, 82100, 82200, 82300, 82400, 82500, 82600, 82700, 82800, 82900, 83000, 83100, 83200, 83300, 83400, 83500, 83600, 83700, 83800, 83900, 84000, 84100, 84200, 84300, 84400, 84500, 84600, 84700, 84800, 84900, 85000, 85100, 85200, 85300, 85400, 85500, 85600, 85700, 85800, 85900, 86000, 86100, 86200, 86300, 86400, 86500, 86600, 86700, 86800, 86900, 87000, 87100, 87200, 87300, 87400, 87500, 87600, 87700, 87800, 87900, 88000, 88100, 88200, 88300, 88400, 88500, 88600, 88700, 88800, 88900, 89000, 89100, 89200, 89300, 89400, 89500, 89600, 89700, 89800, 89900, 90000, 90100, 90200, 90300, 90400, 90500, 90600, 90700, 90800, 90900, 91000, 91100, 91200, 91300, 91400, 91500, 91600, 91700, 91800, 91900, 92000, 92100, 92200, 92300, 92400, 92500, 92600, 92700, 92800, 92900, 93000, 93100, 93200, 93300, 93400, 93500, 93600, 93700, 93800, 93900, 94000, 94100, 94200, 94300, 94400, 94500, 94600, 94700, 94800, 94900, 95000, 95100, 95200, 95300, 95400, 95500, 95600, 95700, 95800, 95900, 96000, 96100, 96200, 96300, 96400, 96500, 96600, 96700, 96800, 96900, 97000, 97100, 97200, 97300, 97400, 97500, 97600, 97700, 97800, 97900, 98000, 98100, 98200, 98300, 98400, 98500, 98600, 98700, 98800, 98900, 99000, 99100, 99200, 99300, 99400, 99500, 99600, 99700, 99800, 99900, 100000, 100100, 100200, 100300, 100400, 100500, 100600, 100700, 100800, 100900, 101000, 101100, 101200, 101300, 101400, 101500, 101600, 101700, 101800, 101900, 102000, 102100, 102200, 102300, 102400, 102500, 102600, 102700, 102800, 102900, 103000, 103100, 103200, 103300, 103400, 103500, 103600, 103700, 103800, 103900, 104000, 104100, 104200, 104300, 104400, 104500, 104600, 104700, 104800, 104900, 105000, 105100, 105200, 105300, 105400, 105500, 105600, 105700, 105800, 105900, 106000, 106100, 106200, 106300, 106400, 106500, 106600, 106700, 106800, 106900, 107000, 107100, 107200, 107300, 107400, 107500, 107600, 107700, 107800, 107900, 108000, 108100, 108200, 108300, 108400, 108500, 108600, 108700, 108800, 108900, 109000, 109100, 109200, 109300, 109400, 109500, 109600, 109700, 109800, 109900, 110000, 110100, 110200, 110300, 110400, 110500, 110600, 110700, 110800, 110900, 111000, 111100, 111200, 111300, 111400, 111500, 111600, 111700, 111800, 111900, 112000, 112100, 112200, 112300, 112400, 112500, 112600, 112700, 112800, 112900, 113000, 113100, 113200, 113300, 113400, 113500, 113600, 113700, 113800, 113900, 114000, 114100, 114200, 114300, 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139400, 139500, 139600, 139700, 139800, 139900, 140000, 140100, 140200, 140300, 140400, 140500, 140600, 140700, 140800, 140900, 141000, 141100, 141200, 141300, 141400, 141500, 141600, 141700, 141800, 141900, 142000, 142100, 142200, 142300, 142400, 142500, 142600, 142700, 142800, 142900, 143000, 143100, 143200, 143300, 143400, 143500, 143600, 143700, 143800, 143900, 144000, 144100, 144200, 144300, 144400, 144500, 144600, 144700, 144800, 144900, 145000, 145100, 145200, 145300, 145400, 145500, 145600, 145700, 145800, 145900, 146000, 146100, 146200, 146300, 146400, 146500, 146600, 146700, 146800, 146900, 147000, 147100, 147200, 147300, 147400, 147500, 147600, 147700, 147800, 147900, 148000, 148100, 148200, 148300, 148400, 148500, 148600, 148700, 148800, 148900, 149000, 149100, 149200, 149300, 149400, 149500, 149600, 149700, 149800, 149900, 150000, 150100, 150200, 150300, 150400, 150500, 150600, 150700, 150800, 150900, 151000, 151100, 151200, 151300, 151400, 151500, 151600, 151700, 151800, 151900, 152000, 152100, 152200, 152300, 152400, 152500, 152600, 152700, 152800, 152900, 153000, 153100, 153200, 153300, 153400, 153500, 153600, 153700, 153800, 153900, 1540

NEW CARS FOR SALE

SINGER

PILCHERS, Ltd., 314, Kingston Rd., S.W.20
Liberty 2350.—Immediate delivery of the Singer
Hunter saloon.

TRADE and retail agents; full range on show at the
London Motor Show—1955, Olympia, W.1.
Ferry Rd., Barnes, S.W.15. Riverside 6291 [0757/R]

IMMEDIATE delivery new Singer Hunter saloons;
terms, exchanges—fiberglass Sports Cars (Exchurch),
Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.
[5742]

STANDARD

GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse
Motors, Ltd., Highgate Village, London, N.6. Tel.
Mountaineer 4444 [2021]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all
models; part exchanges, deferred terms; open day
and night.—Shaw Motors, Ltd., 666-678, Garratt Lane,
S.W.17. Wim. 3031-22 [N4006]

BURGE & INGLIS, Ltd.

STANDARD Super 10, green, new unregistered, im-
mediate delivery; part exchanges, cash and motor
cycles.—Dudley Hill Lane, N.W.10. Willesden 4889.
[N4017]

HALLS (FINCHLEY), Ltd.

STANDARD and Triumph area dealers; all models
available, for inspection; part exchanges. H.P.
terms.—100, High Rd., North Finchley (Tally Ho),
N.12. (GH 1044) [6556]

ROWLAND SMITH's for Standard.

IMMEDIATE delivery Vanguard, 8 and 10 de luxe
saloons.

PART exchanges; confidential h.p. terms; open 9-7
weekdays and Saturdays.—Rowland Smith, Hamp-
stead (Tube), N.W.3. Hampstead 6041. [N4018]

JOHN S. TRUSCOTT, Ltd., for Standard.

EARLY delivery of all models.

173—Westbourne Grove, W.11. Bayswater 4274.
[N4035]

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard
models with service on the spot; day and night
garage facilities.—Berkeley Sq., London, W.1. Grosvenor 4543.
[0856/R]

WHITES GARAGE, Ltd., OF GRIMSBY, offer

EARLY delivery of Standard cars, all models; Stan-
dard, 10 saloons for 24 years.

WHITES GARAGE, Ltd., Saint Mary's Gate,
Grimbsy. Tel. 5496. [0475/R]

JACK ROSE, Ltd., Standard and Triumph Stockists,
High St., Banstead. Burgh Heath 2376. [N3056]

STANDARD 10 saloon.—Try Motourists (London),
Ltd., Great North Rd., East Finchley Station, N.2.
Tudor 2301. [N3018]

STANDARD 8 saloon.—Try Motourists (London),
Ltd., Great North Rd., East Finchley Station.
Tudor 2301. [N3018]

ERSKINE, Woking, for most Standard cars; exchange
and immediate h.p. terms.—S. F. Erskine & Sons,
Ltd. Tel. Woking 530. [N2051]

STANDARD 8, 10 6cwt pick-up truck, immediate
delivery.—Premier Motors, 295, Lewisham High
St., S.E.13. Lee 1051. [N5083]

KJ MOTORS, Ltd., N.W. Kent's leading Standard,
KJ Triumph area dealers; favourable delivery on
some models.—Bromley, Kent. Tel. 3496. [0494]

STANDARD car specialists in sales and service;
deferred terms.—Starkey Motors, 103, Cricklewood
Broadway, London, N.W.2. Gladstone 2460. [0451/R]

CARR'S AUTO SALES, Ltd., Standard House, South
End, Croydon. Cro. 5088.—Standard and Triumph
main distributors in areas of Surrey and Kent.
[0262/R]

METROPOLIS GARAGES, Ltd., offer Standard 8,
10 and the new Vanguard for immediate and
early delivery.—1-51, Macleod Rd., W.14. She. 5587-7.
[0606/R]

STANDARD Family 5, dk. blue; list price; exchanges
—Naylor & Roof, Ltd., 25, East Hill, Wandsworth,
S.W.18 (few minutes Chiswick Junction). Ball 2282.
[N3622]

NEW CROSS CAR MART, Ltd., offer immediate
delivery Standard 8 and 10; part exchange and hire
purchase.—69-71, Lewisham Way, S.E.14. Tideway
2506. [N3634]

IMMEDIATE delivery Standard 8 and 10, early delivery
other models, part exchanged welcomed.—Kirkyde
Caravans, Sydenham, London, S.E.24. Sydenham
6192. [N2068]

DUDLEY CORROD AUTOMOBILES for immediate
delivery Super 10 saloons and early delivery Vin-
guard III family and Super 8 saloons.—205-10-18, The
Cherrywood, Wimbledon, S.W.19. Cherrywood 3366-7.
[0855/R]

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts.
Welwyn 461-2-3, offer immediate delivery Standard
10 pick-up, primer, maximum H.P. terms, 100h.p.
1/2 down, balance over 2 years, new cars at pre-Budget
prices. [N1001]

L. F. DOVE, Ltd., the Standard and Triumph main
agents, have full range of demonstration models
available, part exchange, hire purchase; orders
for the spring.—99, The Broadway, Wimbledon, S.W.19.
Liberty 5456. [N1077]

LANKSTER ENGINEERING Co., Ltd., 80-83, Vic-
toria Rd., Surbiton; Standard & Triumph distribu-
tors since 1911, offer immediate delivery, one only,
Phase II Vanguard saloon, pre-Budget price:
£1077/11. [N1077]

PHASE 111 saloon on view, demonstrations; exchanges
and deferred terms.—Elmbridge 1184-5. [0405/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd.,
can offer favourable delivery of 8 and 10hp
models also Vanguards and light commercials.—34,
Acre Lane, S.W.2. Brixton 4011; and 1-3, Dorset
Rd., Epsom 3901. [N4085/R]

STANDARD

IMMEDIATE delivery new Standard Vanguard II
saloon, leather, heater; list price, £2355/19/2.—
British & Colonial Motors, Ltd., 13-14, Upper St.
Martin's Lane, London, W.C.2. (Ad.) Leicester Square
Tube Station. Temple Bar 5588. [0606/R]

BRITAIN and back overseas residents visiting Britain
may buy new Standards without purchase tax for
use in Britain and subsequent export; delivery airport
or London; immediate reply to inquiries.—Steele
Griffiths, Ltd., London, S.E.5, England. [0457]

HILLWOOD MOTORS for Standards, all models for
immediate delivery; part exchange, one only Phase 2
Vanguard and estate car in part exchange; pre-Budget
terms, your car taken in part-exchange, easy H.P. terms.
SARL 571, Watford Way, Mill Hill, N.W.7. Mill Hill
4232. [0643]

YOU couldn't do better than secure immediate
delivery of your new Standard Vanguard Phase II
saloon at the lowest possible price, a 100h.p. 1/2
down, balance over 2 years, new car at pre-Budget
terms, subject to inspection. [N1001]

FERRARI OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 9 a.m. to 6 p.m. [N2008]

STUDEBAKER

LIMITED P.U. of new 1955 Studebakers, 4-door
saloon with leather upholstery, are now
available for early delivery.—Studebaker Distributors, Ltd.,
Henry House, 385, Euston Rd., N.W.1. Euston 4444.
[0609/R]

STUDEBAKER Commander de luxe, r.h.d., overdrive,
free wheel, radio, subject to being supplied
immediately; early delivery.—Malcolm
Motors, Ltd. Stockist Agents for Essex, Broad-
way-on-Sea, Essex. Tel. Leigh-on-Sea 78208. [1759]

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early
delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 28, North End
Speedwell 2564 or 4701. [0695/R]

SUNBEAM—Smith Auto Co., Ltd., Area Dealers for
Rootes Group, offer early delivery of Sunbeam
models—145, London Rd., Croydon. (Croydon 2115,
3 lines). [0695/R]

TRIUMPH

HALLS (FINCLEY), Ltd.,

TR2^s available for inspection, part exchanges.
H.P. terms—886, High Rd., North Finchley (Tally Ho),
N.12. (GH 1044) [6557]

R. ROWLAND SMITH for Triumph.

IMMEDIATE delivery TR2, choice of colours, with or
without overdrive.

PART exchanges, confidential h.p. terms; open 9-7
weekdays and Saturdays.—Rowland Smith, Hamp-
stead (Tube), N.W.3. Hampstead 6041. [N4018]

CHARLES RICKARDS, Ltd., offer:-

NEW Triumph TR2, finished in British racing green,
including purchase tax of £2886/10/10; part exchange;
hire purchase.—36, Bayswater Rd., W.2 (next door
to canopied Gate Tube Stn., 5 mins. from Marble Arch).
Tel. 3200. [N3050]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models,
with service on the spot; day and night garage
facilities.

BERKELEY Sq., London, W.1. Grosvenor 4543.
[0606/R]

TRIUMPH TR2, immediate delivery, colour pearl
white, vinyl upholstery; list price.
TRIUMPH TR2 hard top, immediate delivery, colour
signal red, brown vinyl upholstery, fitted over
drive on second, third and fourth gears; list price.
HILLS, 65, Piccadilly, Manchester, 1. Central 4511.
[0606/R]

S. SMITH MOTORS OF DULwich for Triumph—101,
Barry Rd., S.E.22. New Cross 6611. [0645/R]

TR2^s—Try Motourists (London), Ltd., Great North
Rd., East Finchley Station, N.2. Tudor
2301-2. [N3018]

TR2^s.—We value cars in part exchange.—Per-
formance Cars, Brentford, Middx. Ealing
8841. [N3041]

TR2^s specialists; immediate delivery; part
exchange;—S. F. Erskine & Sons, Ltd., 29, Commercial
High St., S.E.15. Lee 1051. [N3063]

IMMEDIATE delivery Triumph TR2; part exchanges
welcomed.—Kirkdale Cars, Kirkdale, Sydenham,
London, S.E.26. Sydenham 6129. [N2068]

new 1956 models at pre-Budget prices.—S. F.
Erskine & Sons, Ltd., 29, Commercial Rd.,
Brentford, Middx. Tel. 4641. [N2051]

WILSONS AUTOMOBILES & COACHWORKS, Ltd.,
for favourable delivery all Triumph models.—
34, Acre Lane, London, S.W.2. Brixton 4011.
[N4085/R]

CARR'S AUTO SALES, Ltd., Standard House, South
End, Croydon. Cro. 5088.—Standard and Triumph
main distributors in areas of Surrey and Kent.
[0262/R]

HILLWOOD MOTORS for Triumphs, TR2 for imme-
diate delivery, your car taken in part exchange
easy H.P. terms—565-571, Watford Way, Mill Hill,
N.W.7. Mill Hill 4232. [0643]

IMMEDIATE delivery new Triumph TR2 sports,
British & Colonial Motors, Ltd., 13-14, Upper St.
Martin's Lane, London, W.C.2. (Ad.) Leicester Square
Tube Station. Temple Bar 5588. [0606/R]

TR2^s, green, immediate delivery; one only at
Litherland Motors (Liverpool), Ltd., Liverpool
port, 21, Tel. Waterloo 2484-5 (1957 after hours).

STANDARD & TRIUMPH (distributors in Surrey and
Kent), immediate delivery TR2 models, choice of
colour; demonstration available.—Lancaster Engineering
Co., Ltd., 90-92, Victoria Rd., Epsom. Tel. Elmsbridge
1184-5. [0650/R]

TRIUMPH

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts.
Welwyn 461-2-3, offer immediate delivery TR2
hardtop, overdrive, British racing green, maximum
H.P. terms available. 1/2 down, balance over 2 years,
new car at pre-Budget prices. [N1001]

L. F. DOVE, Ltd., 9, London, TR2 centre—any
service, spares; choice of specification and colour for
quick delivery; part exchange, hire purchase.—Send
for details of Hard Top Conversions to 69, Broadway,
Wimbledon, S.W.19. Liberty 5456. [N1077]

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Show-
rooms—4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641.
[0619/R]

VELOX '56 Silver Straw, works mileage; list price—
Pro. 6663. [0623]

KIRK & BOYLE (Ldn.), Ltd., Terminal House, 80,
Clapham Rd., S.W.9 (close to Oval Underground).
[0608/R]

VAUXHALL main dealers, spares and service. Tel.
Reliance 4211 (extension 10 or 19). [0608/R]

K J MOTORS, Ltd., main dealers for Bromley
Orpington districts.—Bromley. Ray 3492.
[0221/R]

KENTISH & THOMSON, authorised dealers, favour-
able delivery.—564-6, Wickham Rd., Shirley, Croy-
don. Springbank 3477. [N2047]

VAUXHALL cars; early deliveries; authorized dealers.
Godfrey Godfrey & Co., Onslow St., Guildford
Road. 2212. [0617]

VAUXHALL—L. F. Dove, Ltd., area dealers for
Woking and district; early deliveries.—Guildford
Road. Tel. Woking 1282. [N1076]

TELEPHONE your nearest Mansfield's branch for
delivery date of any new Vauxhall model.—East-
bourne 3003, Lewes 49, Worthing 8487, Hove 4666,
Crawborough 45. Or write to Head Office, 17, Cornhill
Rd., London, E.C.3. [0167/R]

BRITAIN and back overseas residents visiting Britain
may buy new Vauxhalls without purchase tax for
use in Britain and subsequent export; delivery airport
or London; immediate reply to inquiries.—Steel
Griffiths, Ltd., London, S.E.5, England. [0456]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.
BUY your new Volkswagen from the Volkswagen
Conf. [017/R]

ORIGINAL U.K. specialists and leading distributors;
demonstration vehicles available, including the
commercial and utility range.—Tel. Ripley 2361.
[017/R]

WE value cars in part exchange.—Performance Cars,
Brentford, Middx. Ealing 8841. [N504]

SUSSEX DISTRIBUTORS.—Prestwich (Eove), Ltd., St.
John's Rd., Hove. Tel. 34037-8. [0190/R]

JOHNSON & BROWN are now accepting orders for new
Volkswagen.—268/270, High St., Bromley. Ravens-
bourne 8842-1. [N2075]

DAVIES MOTORS, Ltd., official distributors; demon-
stration cars available; latest models on display;
full service and spares facilities.
273, London Rd., Staines. Tel. 4211 (5 lines).
[N1080]

SOUTH YORKSHIRE and NORTH DERBYSHIRE.—Distribu-
tors, 1, Tel. 26387/9. Complete facilities. [0128/R]

EUROPEAN CARS, Ltd., distributor for London
Western districts; early delivery, demonstrations;
exchanges, terms: also vans, pick-ups and buses.
12-15, Old Brompton Rd., S.W.7. Tel. 7722.
[0900/R]

CROYDON.—H. Harmer Car Sales, Ltd., Area
dealers, 448-8, Brighton Rd., South Croydon.
Croydon 6225, Uplands 8629. [0127/R]

PRIDE & CLARKE, Ltd., South London distributors.
—Exchange your car for the latest Volkswagen.
Stockwell Rd., S.W.9. Brixton 6251. [N2051]

WILLIAM ARNOLD, Ltd., Upper Brook St., Man-
chester, 13, distributors for Lancashire and
Cheshire, sales, spares, service.—Tel. Ardwick 4361-7.
[0519/R]

V & F MONACO MOTORS for Volkswagen. Buy
V.W. for your new Volkswagen from the firm which
has concentrated on the V.W. for the last five years;
also specialized repair service spares. [N3068/R]

V & F COURTESY, Ltd., 8, W.J. (near Gidea Park)
Road station. Fremantle 4414. [0851/R]

OFFICIAL main dealers of the V.W.. Europe's most
popular car because of its economy, performance
and long life; exchanges, terms, demonstrations with
pleasure; also pick-ups, buses, vans, completely new
standards in transport economy, double the distance
as far as the car goes. [N1017]

BENMOTORS, 1, Clarence Rd., London, W.11. (50
yds. Holland Park Tube.) Park 506. [N1017]

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts.
Welwyn 461-2-5, main distributors for Bedford-
shire and West Hertfordshire, offer immediate delivery
of 8/44 pick-up, early delivery de luxe and standard
saloons, vans. H.P. terms available. 1/2 down,
balance over 2 years, new cars at pre-Budget prices.
[N1001]

WILLYS

WILLYS (Cars and Jeeps), sole Concessionaires.—
Steel Griffiths London, S.E.5. [0612/R]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributor:
E early delivery 4/44 models, 6/60 on view; part ex-
change and hire purchase.—12, Berkeley St., W.1.
(Mayfair 5951-12). Chiswick Manor St., S.W.3.
(Flaxman 8181). [N2024]

DORKING MOTOR Co., Ltd.—Order now for early
delivery 8/44 and 8/90 models.—Dorking 2232.
[N1088]

KDM quire invited from 9, Albemarle St., W.1.
Grosvenor 5501. [N2024/R]

NEW CARS FOR SALE

WOLSELEY

EPSOM.
THE WOODCOTE MOTOR Co., Ltd.

WOLSELEY distributors.
TELEPHONE Epsom 1234.

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—**Shaw Motors, Ltd.**, 666-678, Garratt Lane, S.W.17. Wim. 3031-8-3. [N4008]

H. BEART & Co., Ltd.

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon hire purchase facilities; part exchange—102, London Rd., and High St., Kingston-on-Thames, 3346. [N1081]

ROWLAND SMITH'S for Wolseley.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampshire (Tube), N.W.3**. Hampstead 6041. [N4028]

WOLSELEY 6/90 grey, immediate delivery from stock; also black 4/44.—**A. & R. Thomas, Central Garage, Kempton 2207.**

JACK ROSE, Ltd., Wolseley Agents and Stockists. Stafford Rd., Wallington, Surrey, Wal. 6677; also High St., Banstead, Burgh Heath 2376. [N3056]

WOLSELEY

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities; 102, Earl's Court Rd., London, S.W.5. Fremantle 6401-3. [N4025]

IMMEDIATE delivery, new Wolseley 4/44; terms, exchanges.—**Gibsons, Sports Cars (Exeter), Ltd.**, Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [S743]

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., South Croydon. Croydon 094/4. [S746]

MERES & MEDES, (Est. 1893), Wolseley specialists for past 30 years, offer early delivery of 4/44 and 6/90 models; part exchange and extended payments.—**The Broadway, Mill Hill, N.W.7**. Tel. Mill. 2040. [N3012]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam travel cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [N1012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard 10, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—**Marston Motor Co., Ltd.**, Sta. 3000. [O178/R]

NEW COMMERCIAL VEHICLES

AUSTIN 1-ton van from stock; exchanges.—**Hillier Motors, Ltd.**, Forest Hill 9352. [O1659]

NEW A40 pick-up, grey, heater, immediate delivery; £500.—**Salmons Garages, Ltd.**, Temple Bar 3000. [N4029]

NEW Thames 10cwt van, primer, immediate delivery; £417/6/9 (inc. P.T.).—**Jackson's (Basingstoke), Ltd.**, Wote St., Basingstoke 1690. [S998]

NEW COMMERCIAL VEHICLES

NEW Morris J-type 10-cwt van, primer, immediate delivery; cash or terms up to maximum period.—**Wilson Automobiles and Coachworks, Ltd.**, 54, Acre Lane, S.W.2. Brixton 4011. [N4026/R]

IMMEDIATE delivery of the following new Austin 1-ton vans: 10cwt Morris J-type 10cwt van, new Standard 10 cwt; pick-up; pre-Budget price.—**Robbins, East Putney**, Tel. 7881. [N3010]

MORRIS Commercial J type van for immediate delivery; Austin 1-ton van for immediate delivery.—**D. J. Shepherd & Co. (Enfield), Ltd.**, 436, Hertford Rd., Enfield. Howard 1631. [N4009]

IMMEDIATE delivery new Land-Rover (86in x 177in wheelbase).—**British & Colonial Motors, Ltd.**, 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3000. [N1027/R]

IMMEDIATE delivery new Austin A40 Pick-up, list price £428/11/-.—**British & Colonial Motors, Ltd.**, 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3000. [N1027/R]

IMMEDIATE delivery new Standard 10cwt Pick-up truck; list price £425/11/-.—**British & Colonial Motors, Ltd.**, 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3000. [N1027/R]

FORDSON 3-ton diesel, chassis and cab, £642/4/6; Fordson 10cwt petrol van with sliding doors, £642/15/6.—**Fordson 10cwt van**, £642/4/6; Austin A40, £642/15/6; Austin 10cwt van, £642/4/6; Austin A40 Countryman in green, heater and overriders, £746/16/6.—**Brew Brothers, Ltd.**, 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1063]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

1955 Vauxhall Velox or the new Austin A50, self drive with choice of rates, costs from £2 per week; cheap off-season and winter rates; A.A.R.C., radio, continental touring, special facilities for overseas visitors.—**Synchro Garage, Ltd.**, 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [O1636/R]

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self-drive cars available for hire from **Self-Drive** Motor, Ltd., 106, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (garage). [O1655/R]

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CARS FOR HIRE

OVERSEAS visitors—opposite London Airport North entrance is Steele Griffiths' Overseas Visitors' branch, self-drive or Vauxhall hire purchase, unlimited mileage; inquiries receive airmail reply.—**Steele Griffiths, Ltd.**, London, S.E.5. England. [O1614/R]

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DRIVE car Comprehensive insurance; it's easy and it's cheap.—20, Grosvenor Place, Victoria, S.W.1. 53e, King's Rd., Chelsea, S.W.3. 44, Buckingham Palace Rd., Victoria, S.W.1. Sio. 9644; 306, Seven Sisters Rd., Finchley, N.4. Sta. 5495. [O1607/R]

ALL new 1955 cars from 12/6 weekdays with 25 miles free, then 3d. a mile; enjoy the value and service that we built Britain's largest new car fleet.—**Davy's Car Hire**, 10, Knightsbridge Kt., 10, Earls Court, Pra. 9600; Piccadilly Circus Tra. 2021; also in Tel. Anjou 41.00. [O1601/R]

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DRIVE yourself hire—1954-55 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors with oil and gas included; we have been pioneers of self-drive hire for over 20 years.—**Victor Britain**, Ltd., 12a, Berkeley St., London, W.1. Grosvenor 4881. For addresses in Liverpool, Glasgow and other provincial cities, call or telephone head office. [O1608/R]

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Ford factory reconditioned 8hp and 10hp exchange engines, also exchange V-8 22hp, V-8 30hp, V-8 32hp Canadian and Mercury, new Ford 20hp, 10hp and V-8 30hp engines, exchange Ford 20hp, 10hp, 30hp gear boxes, exchange Morris 1000, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 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SOMERSET.—Coastal resort, established business motor craft involving British Isles and overseas; showroom, stores and workshop; freehold price £7,500.

GODDARD & SMITH, 22 King St., St. James's, London, S.W.1. Tel. 2711 (30 lines). [0653]

A. THOMAS D. LEWIS & Co.

SPECIALIST agents for the sale of motor businesses, garages and filling stations, valuations of premises, equipment and/or stock for all purposes; the following business is offered:

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SOMERSET.—Large garage/filling station on important main road; excellent frontages; garage buildings and living accommodation; petrol sales 100,000 g.p.a.; car sales and repairs; ample room for expansion; good range plant and equipment; freehold £25,000, s.v.v.

GOY & RICHARDS, Ltd., 33, High St., N.W.3 (Hampstead 4614/055). [6511]

GARAGE inc. workshop, greasing bay, stores, office, petrol pumps, 5 lock-ups, tools, equipment, spares. **BRADDICKS FURNISHERS** (BIDEFORD), Ltd., Bideford, Devon. [6011]

A. H. LANSLEY, 52/53, Friar St., Reading (Tel. 54632). Business transfer specialists and valuers since 1890. [0477/R]

UNIQUE company for sale; suit mechanic or anyone interested in motor racing; good profits; £23,000.—Box 7684.

KENT.—Freehold garage/filling station, accom. 50 cars, 4 pumps, 1,000 gals weekly; living accom. £14,000, o.n.o.—Box 7642. [6520]

ALDRIDGE'S for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in **Homes and Southern Counties**.

MIDDX.—Good location, general motor business, agencies, mechanics, showrooms, pumps, well equipped workshop, capable expansion; freehold £30,000.

HEREF.—General garage and filling station, busy road, pumps, workshop well equipped, residence, 5 rooms, £1,000 p.a.; £5,000 a.s.v. [M2004]

ENQUIRIES are invited to Estate Department, **WILLEM** Rd., N.W.1. **Eum** 2352/2745/4515. [M1004]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

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MERSEYSIDE.—Wirral area.—Motor garage, filling station, ultra-modern spacious premises, fine showroom and extensive open car sales display space; very busy main road; neon and fluorescent lighting; super greasing and car lift equipment; paint spraying; large turnover; central location; easy land access; development freehold £22,000; £14,000 required on mortgage.—Reply Box B 752, Lee and Lingdale, Liverpool. [6577]

PETROL filling station, Long Lane, Wellington Shropshire, main A422 road from Carlisle and the north to Bristol and the south; certified trade averaging 50,000 gallons per annum; 6 electric pumps, Derv agency, free trading station, caravan standings; modern fittings; good location; shop, office, WC, kitchen, grocery, sweets and tobacco; auction 1 December (unless sold privately).—Full details **Barber & Son, Auctioneers, Wellington** (Tel. 27 and 444), Shropshire. [6599]

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WALKER, ADAMS & CO. PROFESSIONAL agents to the motor trade, require for numerous applicants, garage and petrol stations in England and Southern Counties.—Owners please write in confidence to: **Garage Dept., 12, St. John's Rd., Tunbridge Wells.** Tel. 2264 (5 lines). [0758/R]

FILLING station required, suitable for development of already high gallonage; north or Midland preferred.—Details to **ECM Confection, London, W.C.1.** [6619]

GARAGE Business wanted, Herbs or Essex, must have good repair trade and average petrol sales; living quarters for family of 4; can pay up to £9,000.—Box 7679. [M2078]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Labour Exchange, or by direct application to the employer. The applicant must be a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

HILL'S GARAGES (WOODFORD), require:—

1. Car Salesmen (2), aged 21-35, previous experience with highest class firms essential; must be smart, well educated and well spoken; new and used cars; good salary and commission.

2. Service and Workshop Manager, aged 30-45, capable of handling all types of work; must be fully equipped shop must be able to expand business and take full responsibility; highest references will be required; excellent salary and share of profits.

3. Motor Mechanics (2), aged 20-35, good rates of pay; for top-notch mechanics, especially.

APPLY in first instance to **Sales Manager, Tel. Buck-A-hurst 0541.** Accommodation in furnished flats is available if required. [6671]

DRIVING instructor, fully experienced, required by school in West London suburbs.—Box 7664. [0684]

MOTOR fitters, skilled, required, top rate, permanent position; bonus.—174-176, Sheen Rd., Richmond. [6653]

MALE clerk, general office duties, wages, etc., excellent prospects.—Miles Motors, 60, High St., Uxbridge. Tel. 6555. [6599]

MOTOR vehicle electrician required by prominent firm in the Midlands.—Write, stating age and experience. Box 7530. [6147]

FOREMAN, South West Ford main dealers, car and commercial petrol and diesel, first-class only; permanent position; wages, benefits, etc.—Write, stating age. Box 7665. [6599]

EXPERIENCED car salesman required by Roddes dealers in North Hertfordshire; excellent prospects.—Apply in writing. Box 7655. [6563]

EXPERIENCED car cleaner required, high wages, etc., good job for right man.—Autosales, 165, Belvoir Rd., N.W.8. [6288]

RECEPTIONIST and cost clerk required for work-shop office N.W. London; good wages and pension scheme.—Write giving particulars to Box 7713. [6786]

EXPERIENCED representative wanted for tyre distributor in Hertford area; knowledge of locality essential; pensionable position.—Apply Box 7666. [6582]

WANTED, Kent, 26 miles London, good improver mechanic keen competition, so must not be afraid of work, well-equipped garage.—Box 7663. [6588]

EXPERIENCED salesman required by Austin tributors, Croydon district.—Write, giving full details of previous experience, age and remuneration required. Box 7531. [6120]

FORD main dealers (vehicle and tractor) require an experienced works receptionist with knowledge of computers.—Apply **Crabb & Co., Dorchester, Ltd., Trinity St., Dorchester.** [6549]

COMMERCIAL vehicle salesman required, Ford main dealers; opportunity for energetic man; write full details age, experience, remuneration required.—T. Hawkins & Sons (Epsom), Ltd., East St., Epsom. [6580]

SITUATIONS VACANT

FORD main dealer has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car drivers required in London and vicinity to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Rd., London, S.W.17. Balham 1271 (10 lines). [0007/R]

OWING to promotion of present holder of the position, we have a vacancy for a Sales Manager; first class salaries, modern premises, excellent prospects, pension scheme; send full details of previous experience to the General Manager, H.T.P. Motors, Ltd., Truro, Cornwall. [0996]

LARGE progressive expanding car and commercial retailers require the services of experienced salesmen to handle general stock, second hand vehicles and very large new car allocation from three showrooms in W. and E. London; salary £450 to £520 with generous commission.—Box 7564. [0204]

WANTED shortly, part-time manager for hire-purchase department by well-established finance company; retired or retiring chief bank clerk, ex-manager of hire-purchase business or similar; 5-8 hours daily; car driver with car preferred; West London area; £400 per annum.—Box 7635. [0606]

MOTOR vehicle salesman required by Ford dealers; applicants must be experienced at selling cars and used cars; same and second-hand vehicles and be able to produce past sales records; suitable applicants should already be earning approximately £1,000 p.a.; application in full detail in confidence to—Box 7667. [0604]

SPECIALIST design draughtsmen for commercial and passenger vehicle design, faults diagnosis, staff salaries off-peak, £1,000 per annum; £6 electric pumps, Derv agency, free trading station, caravan standings; modern fittings; good location; shop, office, WC, kitchen, grocery, sweets and tobacco; auction 1 December (unless sold privately).—Full details **Barber & Son, Auctioneers, Wellington** (Tel. 27 and 444), Shropshire. [6599]

WORKS manager/foreman required for high-class trade in Central London; past experience should include: customer reception, faults diagnosis, staff control, progress control systems and cost supervision. Jaguar, Aston Martin, Bentley and other high-class cars; given satisfaction, this is permanent progressive post for an ambitious, hard-working man; full particulars of past experience.

WANTED in Central London, fitters experienced in Rolls-Royce, Bentley, Jaguar and Austin cars; good rates, staff conditions, possibilities of promotion within a national motoring organization.

REPLY by letter in the first instance to J. M. L. Muir, C.A., "Harpton House," Yateley, nr. Camberley, Surrey. [M3032]

SITUATIONS WANTED

MANUFACTURERS sales and service rep. seeks position as manager or general manager, Midlands or Eastern Counties.—Box 7492. [0622]

EXECUTIVE (29), trained all branches, seeks post in London area (if possible with accommodation) offering full scope and advancement.—Box 7677. [0767]

GENERAL Manager, 27 years' comprehensive knowledge and practical experience every branch of motor trade and its administration; excellent references.—Box 7683. [0610]

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HANDBOOKS workshop manuals for British, American, Continental automobiles; 2nd hand, stamp please, catalogue 500 motoring publications, sixpence.—Grays, Hurstreepoint, Sussex. [M2060]

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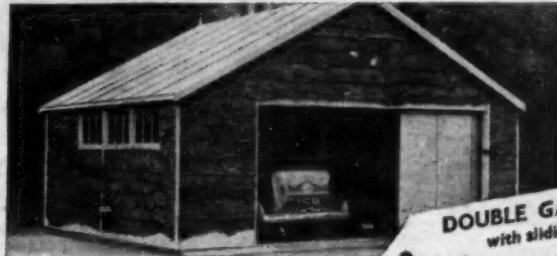
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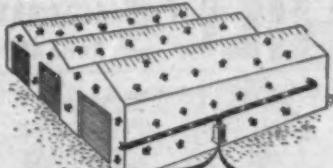
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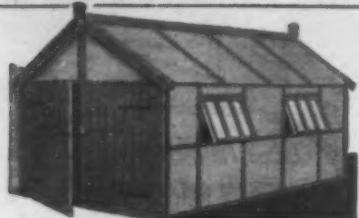
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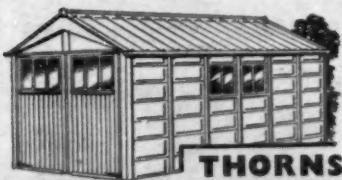
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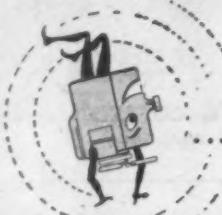
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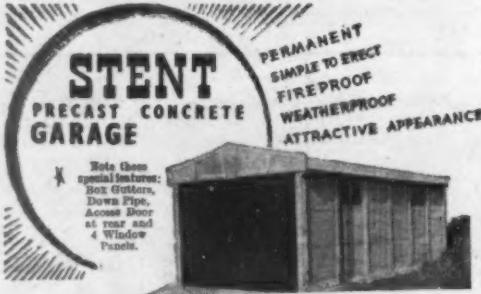


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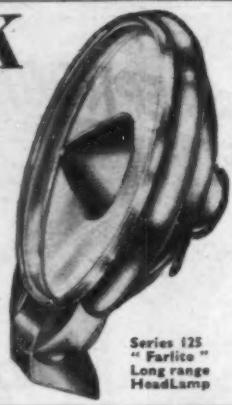
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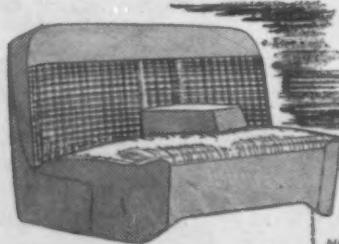
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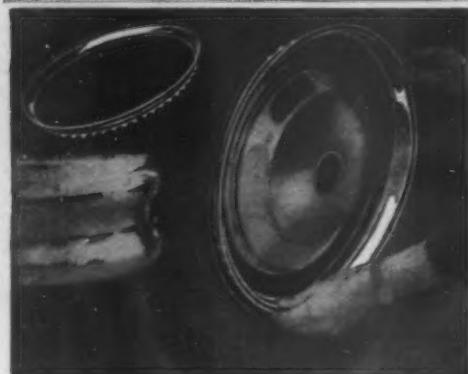
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Printed in Great Britain for the Publishers, BAYNES & SONS, LTD., Dorset House, Stamford Street, London, S.E.1, by GUNNELL LTD., Park Garden, London, S.E.1. The Autocar can be obtained abroad from the following: AUSTRALIA: The Wm. D. Whittle & Co. (GLENWAC) LTD.; CANADA: The Wm. D. Whittle & Co. (GLENWAC) LTD.; NEW ZEALAND: Gordon & Gotch, LTD.; SOUTH AFRICA: Central News Agency, LTD.; U.S.A.: DAWSON & SONS (N.Y.), LTD. UNITED STATES: THE INTERNATIONAL NEWS CO. Entered as Second Class Matter at the New York, U.S.A. Post Office.



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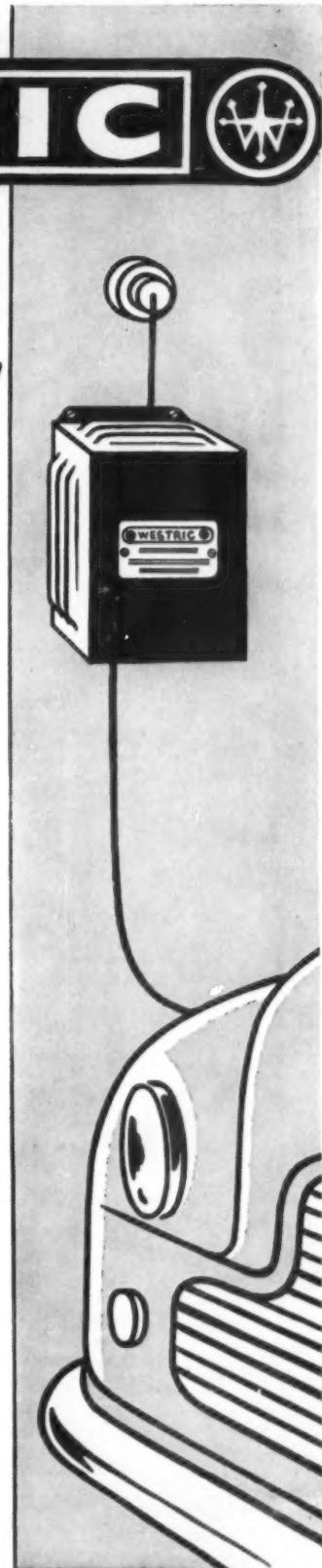
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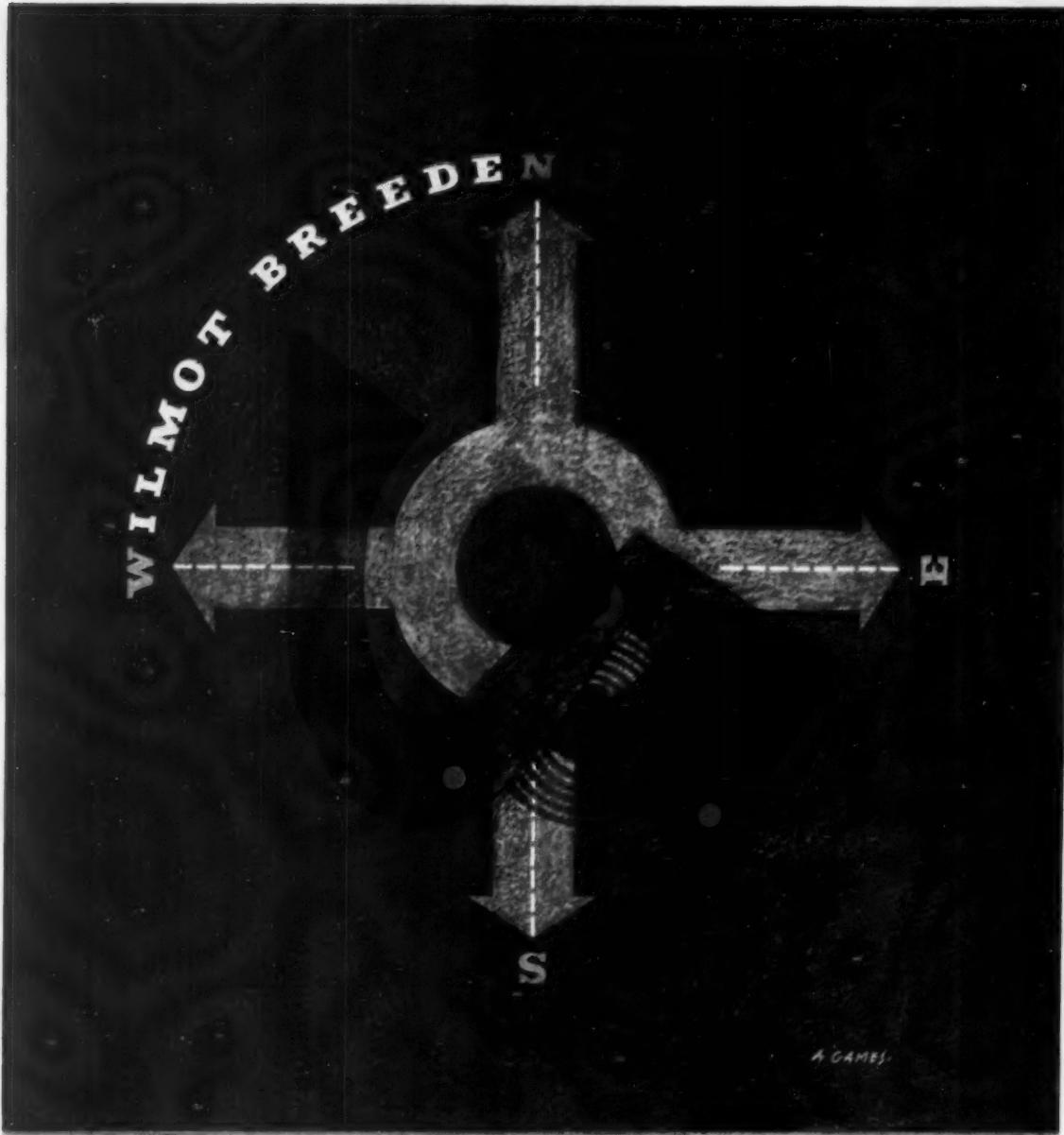


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